



2011 ANNUAL REPORT ILLINOIS VEHICLE EMISSION TESTING PROGRAM



JUNE 2012

**Illinois Environmental Protection Agency
Bureau of Air
Division of Mobile Source Programs**

EXECUTIVE SUMMARY

- Motor vehicles are a significant contributor to air pollution, specifically, ground level ozone. Periodic mandatory emissions inspection encourages vehicle owners to properly maintain their vehicles, and in doing so, reduce the levels of hydrocarbons (HC), carbon monoxide (CO), and oxides of nitrogen (NOx) emissions contributing to the formation of ground level ozone.
- The federal Clean Air Act (CAA) requires states to implement and operate vehicle emissions inspection and maintenance (I/M) programs in ozone non-attainment areas. Failure to operate a federally approved I/M program can result in stringent sanctions, including loss of federal highway funding and new source offset sanctions.
- The Illinois Vehicle Emissions Test Program, administered by the Illinois Environmental Protection Agency (Agency) and the Illinois Secretary of State (SOS), started in 1986 with "basic" idle exhaust emission testing of vehicles registered in portions of the Northeastern Illinois and Metro East St. Louis ozone nonattainment areas. In 1999, the program was modified to meet the requirements of the 1990 amendments to the CAA, including the use of the IM240 loaded-mode exhaust emissions test and the gas cap pressure test. In 2004, Illinois replaced the IM240 emissions test with the on-board diagnostic (OBD) test on 1996 and newer vehicles equipped with OBDII technology. On February 1, 2007, Illinois exempted all pre-1996 model year vehicles from further testing and dropped the IM240 test procedure. Also, at this time, all vehicles receiving an OBD test were no longer subject to the gas cap test. Any 1996 or newer vehicle not equipped with OBD technology (most heavy-duty vehicles) were required to pass an idle exhaust and gas cap test.
- Beginning May 1, 2008, the contract to operate a new OBD/Idle inspection station network transferred from Envirotech Illinois, Inc. (EII) to Applus+ Technologies, Inc (Applus+). The new test station network is a hybrid-centralized program which includes a mixture of centralized full-service and OBD-only test stations and decentralized OBD-only test and repair facilities.
- Vehicles registered in the emission test areas are required to be inspected once every two years beginning the fourth model year after they were manufactured. Starting October 1, 2007, the Agency moved from computer matching to registration denial enforcement (SOS denies registration renewal/application if the vehicle has not complied with the emissions test requirement). Vehicles are assigned for testing based on the license plate registration expiration month. Emissions test notices are mailed out to motorists approximately three months prior to registration expiration.
- In 2011, approximately 2.04 million vehicle emission tests were conducted in Illinois. During the reporting period, approximately 7.1% of the vehicles tested failed the initial inspection and required repairs.
- Owners of vehicles failing the inspection received a detailed inspection report containing diagnostic information and a booklet containing names and addresses of repair facilities that had demonstrated high success in performing emissions repairs. Vehicles passing the emissions inspection were issued an emissions compliance certificate indicating the next scheduled assigned test.
- The emissions testing program is a major component of Illinois' ozone air quality control programs for the Northeastern Illinois and Metro-East St. Louis ozone nonattainment areas. In 2011, the program reduced on-highway motor vehicle emissions of ozone forming VOC emissions by 9 tons per day in Northeastern Illinois (9.0 percent reduction) and 1.0 tons per day in Metro-East St. Louis (8.0 percent reduction).

1 BACKGROUND

1.1 Air Quality Problem in Illinois

Since the implementation of comprehensive ambient air quality monitoring in the 1970s, portions of Illinois have exceeded the National Ambient Air Quality Standard (NAAQS) for ozone. Ozone impairs lung function causing chest tightness, coughing and wheezing, especially in the young the elderly and persons suffering from respiratory diseases such as asthma, bronchitis, and emphysema. Research indicates that approximately 3,700 premature deaths and thousands of medical emergencies are linked to exposure to ozone air pollution in the Chicago and Metro-East St. Louis areas each year.

Ozone is not directly emitted but is formed in the atmosphere on warm summer days through chemical reactions primarily between hydrocarbons (HC), oxides of nitrogen (NO_x), and carbon monoxide (CO). HC emissions from vehicles are generated from incomplete fuel combustion and fuel evaporation. HC, also known as volatile organic compounds (VOC), include toxic air pollutants such as benzene and formaldehyde both of which are classified as known carcinogens. CO is emitted from a vehicle's exhaust as a result of incomplete fuel combustion. NO_x is emitted from vehicles as a natural byproduct of fuel combustion and like HC, is a precursor to the formation of ozone. Illinois did not specifically test vehicles for excessive NO_x emissions in 2011 since Northeastern Illinois, under the 1-Hour ozone standard, was granted a NO_x control waiver from USEPA in accordance with Section 182(f) of the CAA.

Following adoption of the Clean Air Act (CAA) Amendments of 1990, Illinois' ozone air quality was re-evaluated, and it was determined that the Chicago and Metro-East St. Louis metropolitan areas did not meet the 1-Hour ozone standard and were therefore designated as "nonattainment." Based upon monitored ozone air quality, the Chicago area was classified as a "Severe" ozone nonattainment area and Metro-East St. Louis classified as a "Moderate" area.

In 2004, the USEPA designated both the Chicago and Metro-East Illinois areas as "moderate" ozone nonattainment areas under the newly established 1997 eight-hour ozone standard. Then in 2007 the Illinois EPA requested that USEPA find that the Chicago nonattainment area attained the revoked 1-hour ozone National Ambient Air Quality Standard (NAAQS). USEPA made this determination on December 30, 2008 (73 FR 79652). In addition, the Illinois EPA has submitted a redesignation request to attainment for ozone under the 8-hour standard in Chicago and the Metro-East nonattainment areas. The data submitted by the Illinois EPA shows that the Chicago and Metro-East St. Louis nonattainment areas attained the 1997 8-hour ozone standard for the years 2008 through 2010. On December 22, 2011, the USEPA proposed to approve the redesignation request for the Illinois portion of the St. Louis, MO-IL nonattainment area to attainment for the 1997 8-hour ozone National Ambient Air Quality Standard (NAAQS) (76 FR 79579). On February 9, 2012, the USEPA proposed to approve the redesignation request for the Illinois portion of the Chicago-Gary-Lake Illinois-Indiana ozone nonattainment area to attainment for the 1997 8-hour ozone NAAQS (77 FR 6743).

In 2008, the USEPA adopted a more stringent 8-hour ozone NAAQS reducing the standard from 0.08 ppm to 0.075 ppm. For the years 2008, 2009, and 2010, Chicago area air quality monitoring data shows attainment of the 2008 standard. However, for the period 2009, 2010, and 2011, there was a violation of the 2008 8-hour ozone standard at one monitor located in Lake

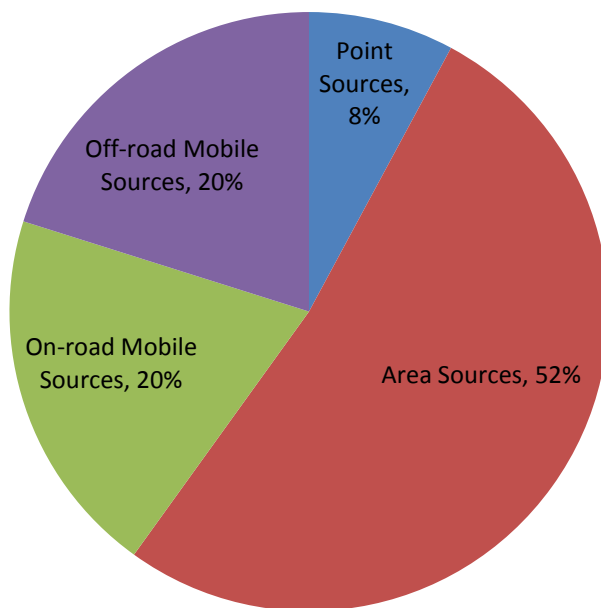
County, IL. The design value at this monitor is 0.076 ppm, 0.001ppb over the 2008 8-hour NAAQS. USEPA recently proposed to classify the greater Chicago area will be classified as a marginal nonattainment area (77 FR 8211).

Based on ambient air monitoring concentrations collected during the years 2008, 2009, and 2010 in the St. Louis, MO-IL nonattainment area, USEPA proposed that the area be designated as nonattainment for the 2008 8-hour ozone NAAQS. Ambient air quality monitoring in the Illinois portion (Madison, Monroe, and St. Clair Counties) of the St. Louis, MO-IL nonattainment area reflect that the highest three year design value measured was 0.072 ppm for Madison County. Thus, taken alone, monitors in the Illinois portion of the region indicate it attained the 2008 8-hour ozone NAAQS. However, the West Alton monitor located in St. Charles County had a three year design value of 0.078 ppm leading to the designation of the entire region as nonattainment.

1.2 Motor Vehicle Contribution

Based on the most recent emissions inventory for Illinois, motor vehicles are a significant source of HC and CO emissions, contributing 20 percent of the total HC emissions and 40 percent of the total CO emissions in Northeastern Illinois. Figure 1.1 shows the distribution of HC emissions by major category.

Figure 1.1
NORTHEASTERN ILLINOIS OZONE
NONATTAINMENT AREA
2008 VOC (TONS PER DAY)



On-road mobile sources include cars, trucks, buses and motorcycles, while non-road mobile sources are made up of aircraft, locomotive, construction, industrial and lawn and garden equipment. Point sources are larger industrial or manufacturing processes, which have received a permit to operate from the Agency. Area sources include small businesses such as gas stations and dry cleaners and include estimates of emissions from the use of paints and other consumer products.

During the 1990s, the United States Environmental Protection Agency (USEPA) adopted stricter motor vehicle emissions standards for new vehicles, especially targeting HC and CO emissions. However, due to the deterioration of the motor vehicle engine and emissions control system over time, the “typical” vehicle on the road emits three to four times the pollution generated by new cars. A significant fraction of these excess emissions are a direct result of the failure of owners to properly maintain their vehicles, or to otherwise ensure that emissions control systems are operating properly. Proper maintenance of vehicles and emissions controls reduces emissions, improves vehicle performance and fuel efficiency, and prolongs vehicle life. To encourage owners to maintain their vehicles, vehicle emissions I/M programs were made a required element of air quality programs in either ozone or CO nonattainment areas. In compliance with the CAA and applicable federal regulations, the Illinois Enhanced I/M Program identifies cars and trucks significantly exceeding federal emissions standards, and through their repair, reduces emissions and improves air quality.

1.3 Clean Air Act Emissions Testing Requirements

The CAA requires the establishment of either "Basic" or "Enhanced" I/M programs in nonattainment areas, depending on the severity of the nonattainment problem. States are allowed to propose and implement their vehicle testing programs, so long as they meet CAA requirements, and the program is approved by the USEPA. The CAA provides stringent sanctions in the event a state does not meet its obligations; including the imposition of a federally-designed and implemented vehicle emissions testing program, 2 for 1 new source offset sanctions, and the loss of a state's federal highway funding. Enhanced I/M was required in Northeastern Illinois due to the "Severe" nonattainment classification of the area. Basic I/M was required in Metro-East St. Louis based upon the "Moderate" classification. With the adoption of the 8-Hour ozone standard, both Chicago and Metro-East were reclassified as "Moderate". Given the transition from exhaust emissions testing to OBD, the difference between "Basic" and "Enhanced" I/M programs has blurred and the current Illinois program complies with both standards.

2 ILLINOIS' VEHICLE EMISSIONS TESTING PROGRAM

2.1 History

Initial “Basic” I/M Program – In June 1984, the Illinois General Assembly passed the Vehicle Emissions Inspection Law (625ILCS 5/13A), authorizing the implementation of the vehicle emissions inspection program. Basic I/M was performed in Illinois from May 1986 to February 1999. The program consisted of a simple idle exhaust test designed to identify gross emitters (i.e., heavily polluting vehicles). This test, conducted annually on vehicles registered within specified test areas, met the federal standards in effect at the time, and was appropriate for the types of vehicles then in production.

In 1992, in response to a need for additional emission reductions, the program was expanded geographically to include more of the Chicago nonattainment area and add emission component checks (for tampering/removal of catalytic converters, gas caps and fuel inlet restrictors). The combination of the exhaust test and emission control component verification allowed inspectors to better identify which vehicles needed to be repaired to reduce emissions of ozone-forming pollutants. Toward the end of the basic program, gas cap pressure testing was added to identify vehicles with either leaking or missing gas caps. This new test procedure targeted VOC emissions from vehicles with malfunctioning evaporative control systems.

Enhanced I/M Program - In February 1999, the Agency implemented the Illinois Enhanced I/M Program, consisting of significant upgrades to the program designed to bring Illinois into compliance with the 1990 amendments to the federal CAA. These improvements included:

- Incorporating new test procedures, such as the IM240 transient mode exhaust test, the gas cap pressure test, and the vehicle on-board diagnostic (OBD) system test.
- Changing the test frequency to require vehicles to be tested biennially (once every two years).
- Expanding the geographic area of program coverage to include all federally-required urbanized portions of the ozone non-attainment areas.
- Changing waiver requirements to introduce the \$450 minimum repair expenditure requirements of the federal CAA.
- Changing the model year coverage to increase the age in which vehicles were first required to be tested from two to four years.

Through January 31, 2007, the program was authorized by the Illinois Vehicle Emissions Inspection Law of 1995 (625 ILCS 5/13B) and was operated under the emissions standards adopted by the Illinois Pollution Control Board (35 Ill. Adm. Code 240), and pursuant to Agency procedures (35 Ill. Adm. Code 276).

The Illinois EPA awarded a contract to Envirotech Illinois, Inc. (EII) to design, build and operate the enhanced inspection station network through April 30, 2008. EII is a subsidiary of Environmental Systems Products of East Granby, Connecticut.

Current I/M Program – The program was recently reauthorized by the “Vehicle Emissions Inspection Law of 2005” (625 ILCS 5/13C). Significant changes have been made to the program that include:

- Beginning February 1, 2007:
 - i) Model year 1995 and earlier models that were in compliance with the Illinois Vehicle Emissions Inspection Law of 2005 were exempted from further vehicle emissions testing. All vehicles in this category had been required to pass an idle exhaust and gas cap pressure test.
 - ii) The IM240 test procedure was eliminated for all vehicles.
 - iii) Gas Cap pressure testing was no longer required for 1996 and newer model year light duty vehicles and trucks that received a successful OBD inspection. The gas cap test is still required for model year 1996 and newer heavy-duty trucks and 1996 and newer light-duty vehicles and trucks that are forced to a fallback idle test.
 - iv) The “Key on Engine off” (KOEO) test, or bulb check was eliminated from the OBD test procedure.
- Beginning January 1, 2008, the enforcement mechanism was converted from the computer-matching system to a vehicle registration denial based system. In preparation for this change, in October 2006, the Illinois Vehicle Emissions Test program began assigning vehicles that successfully complete the emissions test requirement based on the registration expiration date – not the previous assign date. Motorists received test notification based on the registration expiration date beginning with the October 2007 mailing list.

In addition, beginning May 1, 2008, the contract to operate the inspection station network transferred from EII to Applus+ Technologies, Inc (Applus+) of Chicago in June 2007. The new test station network is a hybrid-centralized program and consists of the following:

- 12 Centralized Full-Service test-only stations (9 in Northeastern Illinois, 3 in Metro-East St. Louis) maintained and operated by Applus+. These stations are equipped to perform all required test procedures (i.e., OBD, Idle Exhaust and Gas Cap Pressure).
- 5 Centralized OBD-Only test-only stations maintained and operated by Applus+ in Northeastern Illinois. These stations are only equipped to perform the OBD test procedure.
- 36 Decentralized OBD-Only test lanes (33 in Northeastern Illinois, 3 in Metro-East St. Louis) located in and operated by either Meineke Care Centers, Inc., Car-X Auto Service Centers, or full service automotive dealerships. These stations are only equipped to perform the OBD test procedure.
- 3 Self-Serve OBD-Only Test Kiosks (2 in Northeastern Illinois, 1 in Metro-East St. Louis). This pilot test kiosk allows a motorist to perform the OBD test procedure on a vehicle without the need of an inspector. All three kiosks opened to the public on February 22, 2010.

Future I/M Program – Amendments to the “Vehicle Emissions Inspection Law of 2005” (625 ILCS 5/13C) were signed into law on July 14, 2011 (Illinois Public Act (“P.A.”) No. 97-0106)). These amendments contain significant changes to the program that, beginning February 1, 2012, include:

- Eliminating the steady-state idle mode exhaust test

- Eliminating the evaporative system integrity test (also known as the gas cap test).
- Exempting pre-2007 model year heavy-duty vehicles with gross vehicle weight rating (GVWR) between 8,501 and 14,000 pounds.
- Exempting all heavy-duty vehicles with GVWR greater than 14,000 pounds.
- Adding a visual inspection test for vehicles where OBD testing is not possible due to the vehicle's design.

2.2 Enhanced I/M Program Description

Test Areas and Network - In Illinois, vehicle emissions testing is limited to vehicles registered within the urbanized portions of the Chicago and Metro-East St. Louis ozone non-attainment areas. In Chicago, this includes Cook, Du Page and Lake Counties; and portions of McHenry, Kane, Will and Kendall Counties. In the Metro-East St. Louis area, this includes portions of Madison, St. Clair and Monroe Counties. Testing areas are defined by ZIP Code and correspond more or less to the Urbanized Areas required by the CAA to be covered by an I/M program.

As stated in Section 2.1, beginning May 1, 2008 the test-only centralized network was converted to a hybrid centralized configuration with 17 Centralized test-only facilities (14 in Chicago – 3 in Metro-East St. Louis) and 36 decentralized test and repair stations (33 in Chicago – 3 in Metro-East St. Louis, See Figures 2.1 and 2.2).

Figure 2.1

Northeast I&M Area with Vehicle Test Stations and 2010 Census Block Group Boundaries

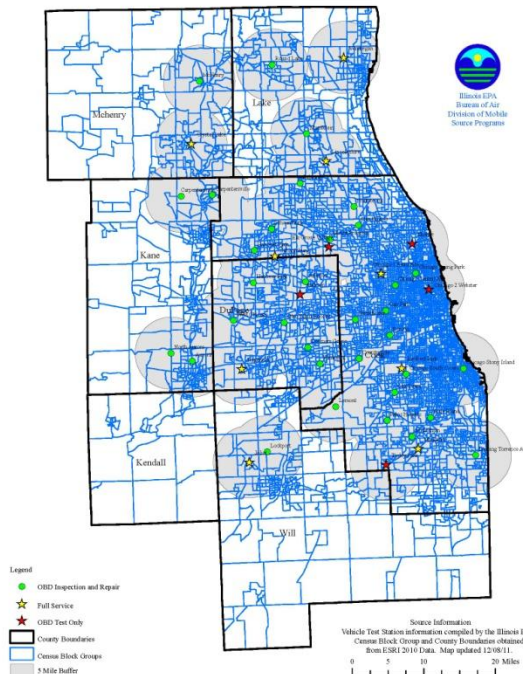
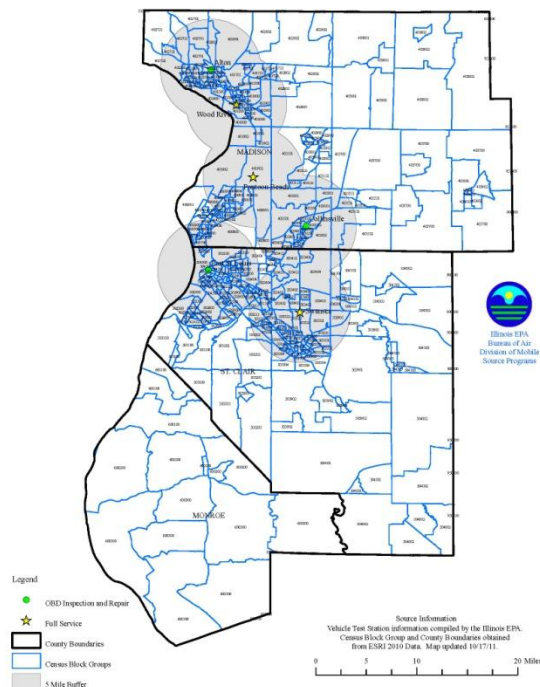


Figure 2.2

Metro-East I&M Area with Vehicle Test Stations and 2010 Census Block Group Boundaries



Test Requirements and Procedures - The purpose of the enhanced vehicle emissions test is to identify vehicles that emit excessive amounts of ozone precursors HC, CO and NOx. Once these vehicles are identified, vehicle owners are required to make repairs that will reduce the amount of exhaust and/or evaporative emissions to within acceptable levels.

Until February 1999, the Illinois I/M program relied primarily on the use of the idle exhaust test to identify gross emitting vehicles. The idle test consists of measuring exhaust HC and CO while the vehicle is idling. Idle exhaust testing evolved from engine tune-up procedures used on late 1960s and 1970s vehicles. On the carburetor-equipped vehicles of that era, repairs performed to reduce idle exhaust concentrations generally produced similar effects during road use.

However, the introduction of sophisticated emissions and engine controls, particularly the advent of computer controls, limited the effectiveness of idle tests. Beginning with the 1996 model year, vehicles have been required by USEPA to be equipped with second-generation on-board diagnostics systems (OBD-II). These systems are designed to monitor major engine and emissions control systems continuously during vehicle operation, alerting the driver of malfunctions causing or contributing to exhaust or evaporative emissions exceeding federal standards. The systems also capture and store information useful to repair technicians in diagnosing and repairing the problem identified. The OBD I/M test consists of determining if the vehicle's OBD system is properly functioning, and retrieving data stored in the OBD system's computer memory. If it is determined that the vehicle's malfunction indicator lamp (MIL) is illuminated and diagnostic trouble codes are present, or if the OBD system is missing, damaged, or inoperative, the vehicle will fail the test. OBD I/M testing is a required component of all I/M programs and is designed to replace the traditional exhaust tests on 1996 and newer vehicles. Most states have fully integrated OBD testing into their I/M programs. In Illinois, the OBD I/M test was phased-in over an 18 month period, with full implementation completed in January 2004.

Starting February 1, 2007, most 1995 and earlier model year vehicles were exempted from further emissions testing and the IM240 test procedure was eliminated. With the aging of the vehicle fleet, it was decided that the State's resources could be better utilized by focusing on the largest portion of the fleet. All 1996 and newer model year light-duty vehicles and trucks that are OBDII equipped are subject to the OBD inspection. All 1996 and newer heavy-duty vehicles not meeting the OBDII requirement are required to pass an idle exhaust and gas cap pressure test.

Test Frequency and Vehicles Subject to Testing – Illinois operates a biennial vehicle emissions test program, meaning a vehicle is required to be inspected every 2 years on a schedule that begins in the fourth calendar year after the vehicle model year. Prior to February 1, 2007, the emissions test requirement applied to 1968 and newer model year gasoline-powered motor vehicles registered in the test area, including passenger cars, sport utility vehicles (SUV's), light and heavy-duty trucks and buses. However, starting February 1, 2007, all pre-1996 model year vehicles that were currently in compliance with the Illinois Vehicle Emissions Inspection Law of 2005 were exempted from further emissions testing. In addition, all diesel-powered vehicles, show cars, ceremonial vehicles, and vehicles registered as antiques are exempt from testing.

On Board Diagnostic Testing - The test consists of connecting an OBD system scan tool to the standardized connector port under the dash. With the engine running, the scan tool accesses the

on-board computer and retrieves specific information from the vehicle. This includes an indication of whether or not the MIL is commanded to be illuminated, the number of diagnostic trouble codes (DTC) stored in the system, the DTC codes, and the operational status of up to eleven systems monitored by the OBD system.

Prior to the scan, the inspector performed a “bulb check” of the MIL to ensure that it is operating properly. Beginning February 1, 2007, the “bulb check” was no longer a required part of the Illinois OBD test procedure, except in cases where, due to vehicle design an OBD test cannot be conducted due to communication issues.

Beginning October 15, 2009, vehicles with known OBD communication issues receive a fallback bulb/MIL check. Vehicles pass this fallback inspection if the check engine light illuminates during a key-on-engine-off position and does not illuminate during a key-on-engine-on position. During the 2011 reporting period, this fallback procedure was only available for the 1997 Acura 2.5 TL, 2000 Nissan Altima, and the 2006 Mercedes C230/C280.

Idle Exhaust Testing – Prior to February 1, 2007, all model year 1968 through 1980 vehicles, and heavy-duty trucks (regardless of model year) received an idle exhaust test. This test was also used on 1981 and newer vehicles that could not be tested on the dynamometer (i.e. vehicles with full-time four-wheel drive and/or traction control).

Beginning February 1, 2007, most pre-1996 model year vehicles were exempted from the vehicle emissions testing requirement. Therefore, the idle exhaust test will only be used for the following vehicles:

- 1996 and newer heavy-duty vehicles that are not OBDII compliant;
- 1996 and newer light-duty vehicles and Trucks that are forced to a fallback exhaust test; and,
- Pre-1996 model year vehicles that had failed to achieve compliance before February 1, 2007.

The test is performed while the vehicle is idling. A sampling probe is placed in the tailpipe to measure the concentrations of hydrocarbons and carbon monoxide in the vehicle’s exhaust. Measured values are compared against idle emissions standards established for the model year and type of vehicle tested. Vehicles are given two chances to pass the exhaust test. If the vehicle fails the initial test, the vehicle is preconditioned (accelerated to 2500 RPM in neutral). The vehicle is then returned to idle and a second measurement is taken.

As mentioned above, this test will be eliminated starting February 1, 2012, and all vehicles subject to this test procedure will be exempted from further vehicle emissions testing.

Gas Cap Pressure Test Testing – The gas cap pressure test consists of removing the cap from the vehicle and using a pressure tester to ensure that the cap does not leak. This test was required on all 1968 and newer model year vehicles equipped with evaporative emissions control systems. Beginning February 1, 2007, the gas cap pressure test was no longer required for 1996 and newer model year light duty vehicles and trucks that receive a successful OBD inspection.

As mentioned above, this test will be eliminated starting February 1, 2012, and all vehicles subject to this test procedure will be exempted from further vehicle emissions testing.

3 OPERATING STATISTICS

3.1 Testing Volumes and Failure Rates

During the 2011 reporting period, the Agency conducted approximately 2 million vehicle emissions tests. Annual test volumes since the implementation of the enhanced program are shown in Table 3.1. Test volumes for calendar year 2007 and beyond have decreased based on changes made to the test program as a result of the Vehicle Emissions Inspection Law of 2005. The primary change effecting test volumes was the exempting of all complying pre-1996 model year vehicles.

Table 3.2 provides additional details on initial test volumes, including the numbers of passing and failing tests and the resulting failure rates. It is important to note that the current rates remain significantly below projected initial failure rates of 18-20%.

The distribution of initial failures by vehicle model year for the 2010-2011 test cycle is shown in Figure 3.1 on the following page.

In calendar year 2011, 6.9% of vehicles failing the initial test failed for excessive exhaust/OBD and 7.7% failed the gas cap test.

Of vehicles failing the exhaust emissions test (Idle), 98% exceeded HC emission limits, and 19% exceeded CO limits.

TABLE 3.1
Illinois Annual Test Volumes 1999-2011

| Year | Initial Vehicle Tests | Retests ³ | Total Tests |
|-------------------|-----------------------|----------------------|-------------|
| 1999 ¹ | 1,559,253 | 143,522 | 1,702,775 |
| 2000 | 1,502,380 | 118,048 | 1,620,428 |
| 2001 ² | 1,729,590 | 242,143 | 1,971,733 |
| 2002 | 1,699,865 | 209,352 | 1,909,217 |
| 2003 | 1,838,138 | 186,917 | 2,025,055 |
| 2004 | 1,790,947 | 196,008 | 1,986,955 |
| 2005 | 1,858,975 | 214,444 | 2,073,443 |
| 2006 | 1,916,808 | 198,709 | 2,115,517 |
| 2007 | 1,478,718 | 117,306 | 1,596,024 |
| 2008 | 1,542,387 | 105,654 | 1,648,041 |
| 2009 | 1,654,770 | 109,036 | 1,763,806 |
| 2010 | 1,815,620 | 112,954 | 1,928,574 |
| 2011 | 1,911,566 | 130,658 | 2,042,224 |

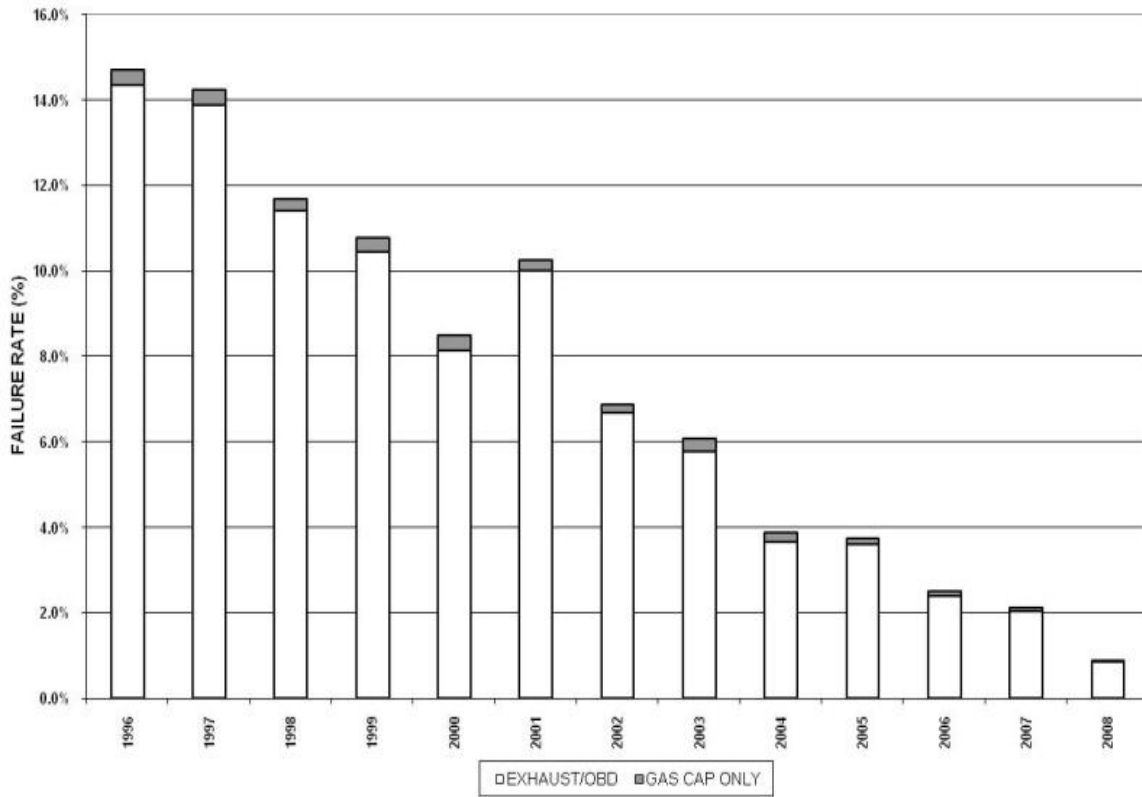
1. Basic program during 1/99, Enhanced 2/99-12/99.
2. Final IM240 exhaust standards beginning 2/01.
3. All Retests – including gas cap only retests
4. Pre 1996 MY Vehicles no longer assigned for testing and IM240 dropped 2/07.

TABLE 3.2
Initial Test Failure Rates

| Year | Initial Tests | Initial Passes | Initial Fails | Fail Rate % |
|-------------------|---------------|----------------|---------------|-------------|
| 1999 ¹ | 1,559,253 | 1,453,312 | 150,831 | 9.7 |
| 2000 | 1,502,380 | 1,411,731 | 127,679 | 8.5 |
| 2001 ² | 1,729,590 | 1,529,908 | 233,705 | 13.5 |
| 2002 | 1,699,865 | 1,515,909 | 218,766 | 12.9 |
| 2003 | 1,838,138 | 1,675,440 | 191,286 | 10.4 |
| 2004 | 1,790,947 | 1,609,815 | 221,485 | 12.4 |
| 2005 | 1,858,975 | 1,694,213 | 164,762 | 8.9 |
| 2006 | 1,916,808 | 1,757,058 | 159,750 | 8.3 |
| 2007 ³ | 1,478,718 | 1,378,196 | 100,522 | 6.8 |
| 2008 | 1,542,387 | 1,448,425 | 93,962 | 6.1 |
| 2009 | 1,654,770 | 1,548,846 | 105,924 | 6.4 |
| 2010 | 1,815,620 | 1,695,430 | 120,190 | 6.6 |
| 2011 | 1,911,566 | 1,774,993 | 136,573 | 7.1 |

1. Basic program during 1/99, enhanced 2/99-12/99.
2. Final IM240 exhaust standards beginning 2/01.
3. Pre 1996 MY Vehicles no longer assigned for testing and IM240 dropped 2/07.

FIGURE 3.1
INITIAL FAILURE RATE BY MODEL YEAR
2010 - 2011 TEST CYCLE



3.2 Emission Reductions

Estimating overall program effectiveness requires the use of sophisticated computer modeling techniques to quantify the effect of the program on region-wide VOC and CO emissions from on-road sources. The Agency utilized the USEPA MOVES series of on-highway vehicle

estimation models to generate

Chicago and Metro-East St. Louis

area-specific emission factors.

These factors (typical or average

VOC, CO and NO_x emissions rates

expressed in grams per mile) were

applied to estimates of daily vehicle

miles traveled (VMT) to calculate

the total emissions generated in the

nonattainment areas. Inputs to the

model include area-specific data

describing ambient conditions (e.g.,

temperatures, humidity), fuel composition, traffic composition (e.g., VMT mix by vehicle type

and age), vehicle speed, and inputs defining the design of the I/M program.

Current estimates of Illinois I/M

program VOC emission reductions

have been made using the

MOVES2010a version of the model.

Table 3.3 summarizes emission

reduction estimates for the Chicago

Nonattainment area. As shown, the

current Illinois program reduced

VOC emissions in 2011 by 9.0 tons

per day. Table 3.4 summarizes

estimates for Metro-East St. Louis

nonattainment area where VOC

emissions were reduced by 1.0 ton per day in 2011.

TABLE 3.3
ENHANCED I/M EMISSIONS REDUCTIONS
CHICAGO NONATTAINMENT AREA

| YEAR | VOC (TPD) | VOC (%) | CO (TPD) | CO (%) | NOX (TPD) | NOX (%) |
|------|--------------|------------|-------------|-----------|--------------|------------|
| 2007 | 12.9 | 8 | 141.3 | 6 | 14.6 | 3 |
| 2008 | 12.1 | 9 | 130.0 | 5 | 13.9 | 3 |
| 2009 | 11.1 | 9 | 119.7 | 6 | 14.2 | 4 |
| 2010 | 10.2 | 10 | 111.9 | 5 | 13.2 | 4 |
| 2011 | 9.0 | 9 | 104.0 | 5 | 12.7 | 4 |

MOVES2010a

TABLE 3.4
ENHANCED I/M EMISSIONS REDUCTIONS
METRO-EAST ST. LOUIS NONATTAINMENT AREA

| YEAR | VOC (TPD) | VOC (%) | CO (TPD) | CO (%) | NOX (TPD) | NOX (%) |
|------|--------------|------------|-------------|-----------|--------------|------------|
| 2007 | 1.5 | 8 | 21.0 | 6 | 1.6 | 3 |
| 2008 | 1.2 | 7 | 19.2 | 6 | 1.4 | 3 |
| 2009 | 1.1 | 8 | 17.8 | 6 | 1.3 | 3 |
| 2010 | 1.1 | 8 | 16.7 | 6 | 1.4 | 3 |
| 2011 | 1.0 | 8 | 15.6 | 6 | 1.4 | 4 |

MOVES2010a

3.3 Administrative Actions

Waivers - In cases where vehicles cannot be brought into compliance after reasonable attempts are made to repair them, both the Vehicle Inspection Law of 1995 and 2005 provide for the issuance of waivers if certain criteria are met. Federal enhanced I/M requirements specify that waivers cannot be granted unless a minimum of \$450 in emissions-related repairs are performed on the vehicle. Additional requirements also apply to ensure the vehicle emissions components have not been deliberately removed or tampered with, and that repairs have been performed by professional repair technicians. Table 3.5 summarizes waiver issuance activity since implementation of the enhanced program. The number of waivers issued and the waiver rates for each year compare favorably with the 3% maximum rate mandated in the USEPA enhanced performance standard.

**TABLE 3.5
WAIVER DATA**

| Calendar Year | Waivers Issued | Waiver Rate (%) ¹ |
|---------------|----------------|------------------------------|
| 1999 | 2,771 | 2.0 |
| 2000 | 2,529 | 2.0 |
| 2001 | 5,172 | 2.2 |
| 2002 | 4,864 | 2.2 |
| 2003 | 4,081 | 2.1 |
| 2004 | 3,219 | 1.5 |
| 2005 | 3,031 | 1.8 |
| 2006 | 2,706 | 1.7 |
| 2007 | 2,348 | 2.3 |
| 2008 | 2,218 | 2.5 |
| 2009 | 2,094 | 2.1 |
| 2010 | 2,189 | 1.8 |
| 2011 | 3,024 | 2.2 |

1. Expressed as a percent of initial test failures.

Economic Hardship Compliances –

In cases where vehicle owners cannot afford the cost of repairs, an Economic Hardship Compliance is available. Low-income owners can petition the Agency for a one-year extension of the test-by date. In order to qualify, the owners must meet specified income requirements and provide written estimates of the cost of repair. Table 3.6 summarizes the numbers of economic hardship compliances issued since 1999.

Temporary Extensions – Prior to the implementation of the Vehicle Emissions Inspection Law of 2005, the Illinois program also provided motorists needing additional time to comply, with a four-month Temporary Extension. This extension was most often issued for vehicles that were inoperable, were awaiting repairs or parts, or were temporarily being used outside of the emissions test area.

**TABLE 3.6
HARDSHIP COMPLIANCES
ISSUED**

| Calendar Year | Extensions Issued |
|---------------|-------------------|
| 1999 | 163 |
| 2000 | 315 |
| 2001 | 300 |
| 2002 | 345 |
| 2003 | 235 |
| 2004 | 307 |
| 2005 | 263 |
| 2006 | 221 |
| 2007 | 164 |
| 2008 | 231 |
| 2009 | 406 |
| 2010 | 668 |
| 2011 | 1,155 |

This option is no longer available to motorists whose vehicles are subject to the registration denial enforcement mechanism. Instead, the SOS has implemented a policy which allows the motorist to extend the vehicle's registration expiration date by up to six months (up to four months starting in April 2012). SOS charges the motorist \$6.50 for each month of extension. This policy was implemented in December of 2008.

4 CUSTOMER SERVICE

4.1 Motorist Convenience/Wait times

Since the inception of the emissions test program in 1986, the Agency has strived to provide vehicle owners with a high level of customer service and convenience in all aspects of the program. The network of inspection stations has been developed to provide for facilities reasonably close to work or home, and was sized to minimize the time required for vehicle testing. The Illinois EPA requires that the test contractor provide a station network that ensures that the average monthly wait time at any station does not exceed 15 minutes.

While wait times vary significantly by station, month and day of week, on average, the wait times experienced during the last several years have been well below prescribed minimums. Table 4.1 lists network-wide annual average wait times for 1999 - 2011.

The Illinois test system has been designed to continuously monitor the wait time at each station, providing motorists with current estimated wait time they would likely experience prior to testing. Actual wait times are measured for each vehicle tested and the current estimated wait computed for each station. Estimated wait times are displayed on a monument sign at the station entrance and are available on the Agency website (<http://www.epa.state.il.us/air/vim/>),

The current wait time is also available through the toll-free wait time hotlines for all test stations. Motorists can access current wait times by dialing a toll-free telephone number for each test station, which are listed in the vehicle emission test notices.

Finally, the Agency website (<http://www.epa.state.il.us/air/vim/queue-cameras.html>) provides a link to live cameras at each centralized test station, which shows the current queue length.

TABLE 4.1
ANNUAL AVERAGE WAIT TIME

| Calendar Year | Network Average Wait (Minutes) |
|---------------|--------------------------------|
| 1999 | 6.5 |
| 2000 | 7.6 |
| 2001 | 9.7 |
| 2002 | 7.8 |
| 2003 | 7.1 |
| 2004 | 6.8 |
| 2005 | 7.4 |
| 2006 | 6.9 |
| 2007 | 4.3 |
| 2008 | 5.8 |
| 2009 | 5.2 |
| 2010 | 5.8 |
| 2011 | 6.6 |

4.2 Public Information/Motorist Assistance

The Agency, SOS, and the test contractor have staff available during regular business hours to help vehicle owners with questions or problems encountered with the test program. The test contractor maintains a customer service office in each full service test facility (9 in Chicago and 3 in Metro-East), staffed by trained customer service representatives to assist in explaining test requirements and procedures, and to perform gas cap retests and conduct waiver inspections.

The Agency also maintains telephone hot lines with phone staff trained in all facets of program operation. They provide general information (i.e. facility locations, hours of operation, etc.),

provide directions to the test stations, and advise motorists of how to proceed if there are errors in registration or test data, or if they are unable to have the vehicle tested. The Agency also maintains a website (<http://www.epa.state.il.us/air/vim/>) containing information about the program.

4.3 Enforcement/Notification

Prior to 2008, Illinois utilized a “computer-matching” enforcement system. The Agency relied on registration data provided by the SOS to identify vehicles required to be tested in a given year. The Agency then randomly assigned the vehicle a test month throughout the year. The Vehicle Emissions Inspection Law of 1995 established a four-month test period in which the owner may have the vehicle tested prior to the Agency notifying the SOS to initiate enforcement action. Non-compliance resulted in the suspension of the vehicle owner’s driver’s license, the vehicle registration, or both. Prior to the first day of the assigned test month, the Agency mailed a test notice to the owner/lessee of the vehicle.

As noted in Section 2.1, Illinois converted from the computer-matching enforcement system to a registration denial based enforcement system, beginning January 1, 2008. This change was mandated by the Vehicle Emissions Inspection Law of 2005 and requires any owner of a vehicle subject to emissions inspection to have the vehicle inspected and provide proof of compliance in order to obtain or renew a vehicle registration.

Beginning in the last quarter of 2007, vehicles with January 2008 registration expiration dates or later received initial test notices stating that the vehicle’s registration renewal would be denied unless the vehicle had complied with the Vehicle Emissions Inspection Law of 2005. In addition, at the end of January 2008, any outstanding vehicle registration subject to suspension under the computer-matching enforcement mechanism was transferred into the registration denial system. This meant that registration renewal application for any vehicle in this category would be denied without demonstration of compliance with the Vehicle Inspection Law of 2005. Therefore, there were no driver’s license suspensions or registration suspensions for Calendar Year 2011.

The summary of all initial test and notices for Calendar Year 2011 is contained in Table 4.2.

| Table 4.2 Emission Test Notice Volumes Calendar Year 2011 | | |
|--|-------------------|-----------------------------|
| Notice | 2011 Total | 2011 Monthly Average |
| Initial Notice | 2,275,648 | 189,637 |
| IEPA Warning Notice ¹ | 0 | 0 |
| IEPA Request SOS DL/Reg Suspension ² | 0 | 0 |

1. Last IEPA Warning Notice mailing – July 2007

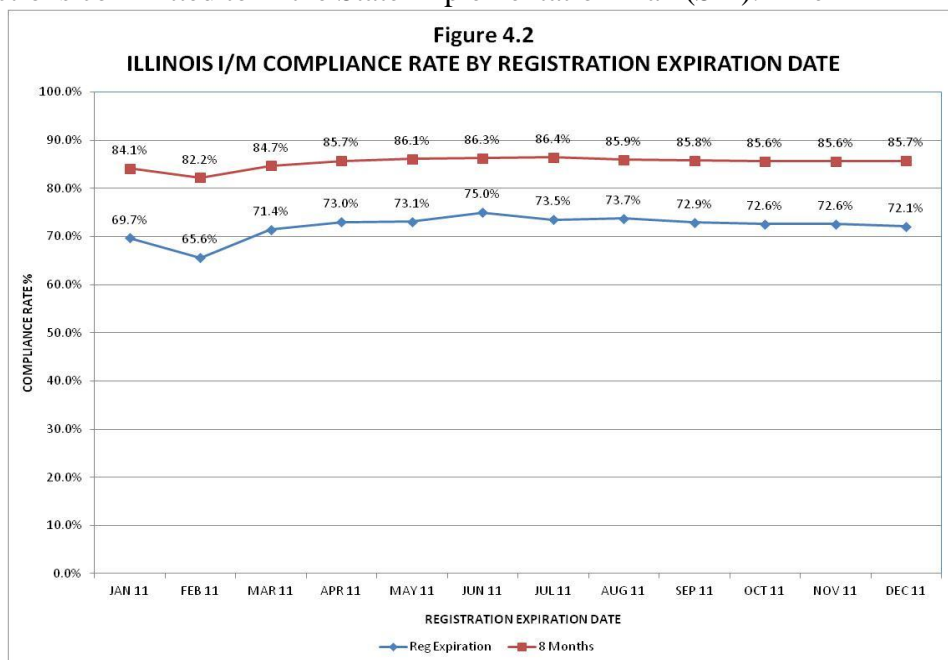
2. Last SOS Suspension Request – June 2007

4.4 Compliance Rates

The Agency monitors vehicle compliance rates on a monthly basis. This is done to ensure that the Illinois I/M program is meeting federal requirements and design objectives necessary to achieve emission reductions committed to in the State Implementation Plan (SIP). The

compliance rate is determined for each assigned month grouping¹ by comparing the number of vehicles in each group that have complied (i.e., passed the test or received a waiver) with the number of all active vehicles (i.e., passed, waived or still outstanding). Figure 4.2 contains compliance rates by “Reg Expiration”

(i.e., vehicles that achieve compliance prior to the registration expiration (registration denial)), and “8 Months” (i.e., 8 months after vehicle was originally notified of the requirement to test).



Starting May 1, 2008 under the new testing contract with Applus, preprinted VIRs are no longer used as was the previous case. The VIR barcode is generated by the test equipment at the time of the test and printed on the blank VIR sheet.

4.5 Repair Industry Monitoring and Reporting/Outreach

A critical component of enhanced I/M programs is the collection and evaluation of information on repairs made to failing vehicles. In order to qualify for a retest, motorists are required to provide information on the repairs that were performed. The information provided is then combined with retest results to assess the effectiveness of repairs being performed. On a quarterly basis, the test contractor publishes the Repair Shop Report Card that provides motorists with names and addresses of repair shops that have demonstrated a high level of competency in performing emissions repairs. Each shop is graded based upon whether the vehicle passes, fails or is rejected for readiness during the retest following repair.

The letter grade for each shop is updated quarterly and is based on the success rate of the shop in fixing a vehicle. Shops that repair at least five vehicles with emissions failures during the past six months and achieve at least a 75 percent success rate are included in the report card. The letter grade is calculated by dividing the number of successful repairs by the total repairs

¹ All vehicles scheduled for testing in a calendar month.

performed by the shop. The vehicle must pass the retest following the repair to be counted as a successful repair. Any vehicle that fails or is rejected for OBD readiness following a repair will not be counted as a successful repair. The repair shop grade will be based on the success rate (93-100% = A, 84-92% = B, 75 – 83% = C).

All owners of vehicles failing the initial test receive the Report Card to help them make informed choices about where to have emissions-related repairs performed. The Report Card data is also available on the Illinois EPA website at www.epa.state.il.us/air/vim/reportcard.html. Additionally, a complete list of all repair shops performing emissions repairs, regardless of grade, is available for reference at each inspection facility.

In a continuing effort to improve the quality of repairs being made to failing vehicles, the Agency has implemented a repair industry outreach program. Several times per year, the Agency conducts and sponsors Enhanced I/M training seminars for repair technicians on exhaust and OBD testing and repair.

4.6 Vehicle Damage Claims Process

The actual number of damage claims submitted is extremely small in comparison to the numbers of vehicles tested. Table 4.3 shows the annual number and rate of claims since enhanced testing began in 1999. In 2011, there were 85 claims filed, or 0.004 percent of all vehicles tested (4 claims per 100,000 vehicles tested). As shown, the rate of claims has decreased significantly, in part due to the phase-in of less-intrusive OBD testing in 2002, and more recently, the elimination of the IM240 test. Most claims were related to minor damage (e.g., dents, scratches, scuffed tires) and were settled with test facility management providing a purchase order for repair on the spot.

Table 4.3
Vehicle Damage Claims

| Year | Claims | Rate (%) |
|------|--------|----------|
| 1999 | 1,366 | 0.08 |
| 2000 | 1,043 | 0.07 |
| 2001 | 1,428 | 0.07 |
| 2002 | 1,003 | 0.05 |
| 2003 | 630 | 0.03 |
| 2004 | 429 | 0.02 |
| 2005 | 339 | 0.02 |
| 2006 | 121 | 0.01 |
| 2007 | 51 | 0.003 |
| 2008 | 54 | 0.003 |
| 2009 | 99 | 0.005 |
| 2010 | 82 | 0.004 |
| 2011 | 85 | 0.004 |

On rare occasions, damage claims cannot be handled at the test facility level and require third-party evaluation. These major claims are handled by a three-step process:

- 1) The motorist files a claim at the station;
- 2) The claim is thoroughly investigated, with some claims involving an independent third-party evaluation; and,
- 3) Either payment is offered or the claim is denied.

The independent third-party evaluation is handled by over 30 Claim Evaluation Centers (CECs), using ASE² certified technicians who are trained in testing and repair. These CECs render an

² ASE (Automotive Service Excellence) is a nationally recognized non-profit organization performing voluntary testing and certification of automotive technicians.

opinion on the likely cause of damage based on established facts and professional opinion. Owners not satisfied with the resolution of the claim may pursue the matter through the Better Business Bureau's binding arbitration process or in circuit court. Owners may also petition the Agency to review the adequacy and completeness of the contractor's proposed resolution to a claim. During the 2011 reporting period, only two claims were referred to CECs.

5 QUALITY ASSURANCE

Contractor oversight is achieved utilizing the following quality assurance functions:

5.1 Overt Audits

Overt audits primarily consist of Testing Procedure Monitoring (TPM) performed by the State Inspectors, and equipment audits performed by the Quality Assurance Auditors.

TPM – Testing Procedure Monitoring is an evaluation of individual vehicle tests performed by the lane attendant. The audit form was developed utilizing Part 276, Title 35 of the Illinois Code, the Enhanced I/M Request for Proposal (RFP), and station and lane operating manuals that are part of the contract documentation. The audits help ensure that proper testing procedure is consistently utilized at all the testing stations. During the 2011 reporting period, the State Inspectors performed 12 audits daily. Results were discussed with Station Management and entered in the TPM database.

Equipment Audits – The IM97 gas audits are the primary equipment audits. The gas audits simulate an exhaust test with known concentrations of a tri-blend gas introduced into the analyzer system. The readings posted by the analyzer are compared to the known values of the audit gas. If any of the readings are outside of the tolerance range of the audit gas, the lane is closed to further vehicular testing until the analyzer is repaired and passes a State retest. During the 2011 period, every testing lane received at least one IM97 gas audits. Additional equipment audits address the pressure decay and/or leak flow gas cap testing systems. For a complete summary of the equipment audits conducted in 2011, refer to Appendix C and D.

Starting in October 2009, the Quality Assurance Auditors began auditing the OBD analyzers with verification testers. The audit was modeled after the guidance provided in the document “U.S. EPA Steady State and Transient Testing Equipment Audit Guidance.” In addition, they expanded the scope of the audit and have tested most lanes using six different protocols.

As a result of this new OBD analyzer audit, an OBD protocol issue was discovered in one of the test lanes at the Lincolnshire station. The OBD analyzer was unable to communicate with the CAN protocol. The test contractor replaced the analyzer cable which rectified the problem.

Finally, the Quality Assurance Auditors also review the contractor’s Quality Control/Maintenance books on a routine basis. These books contain the records of required calibrations and all equipment maintenance performed by the contractor. Summaries of the reviews are maintained by QA.

5.2 Covert Audits

Covert audits were performed by state inspectors to verify whether contractor personnel (lane inspectors) followed established test procedures when performing a test. Two unique vehicles with regular license plates were used for these audits, including one vehicle with dual exhaust. These audits were used only to verify compliance with test procedures. No attempt was made to improperly influence (bribe) the lane inspectors because state policy prohibits the use of such funds (“buy money”) by agencies other than the Illinois State Police. The covert vehicles

generally pass the test, but the Agency occasionally attempts to make the vehicle fail by shutting down a fuel injector. However, modern engine management systems make it very difficult to get the vehicle to fail by this method for any length of time. The Agency has elected not to take more drastic measures to make vehicles fail, such as removing a catalyst.

State Inspectors document covert audits by preparing a Covert Test Procedure Monitor after the conclusion of each covert audit. Results were shared with Agency field Supervisor(s), Field Services Manager, and the contractor Operations Manager. The contractor took appropriate disciplinary action in a timely manner when serious deficiencies were observed. For the complete summary of quality assurance reports and audit results, refer to Appendix B.

6 TEST PROGRAM ISSUES

During the 2011 reporting period, the Agency focused on implementing the Amendments to the “Vehicle Emissions Inspection Law of 2005” (625 ILCS 5/13C). Specifically, in anticipation of the February 1, 2012 elimination of the steady-state idle mode exhaust evaporative system integrity tests and the exemption of pre-2007 model year heavy-duty vehicles with gross vehicle weight rating (GVWR) between 8,501 and 14,000 pounds and all heavy-duty vehicles with GVWR greater than 14,000 pounds, the Agency performed the following tasks:

- Modified the test notice selection routine to ignore the newly exempt vehicle (starting with the November 2011 selection that includes vehicles with February 2012 registration expirations).
- Modified the test lane software to:
 - Remove the idle/gas cap option for fallback testing;
 - Remove all idle/gas cap associated calibration requirements and lockouts; and,
 - Add the visual inspection test for vehicles where OBD testing is not possible due to the vehicle’s design.
- Develop and implement a blanket clear mechanism to clean up all newly exempted vehicles. This blanket clear will be run on the evening of January 31, 2012, and will clear the emissions test flag on the SOS vehicle registration database and mark the records on the Agency VID as permanently exempt.

These tasks were completed successfully in the allotted time and resulted in a trouble free implementation of the new OBD-only test program on February 1, 2012.

7 APPENDICES

Appendix A

United States Environmental Protection Agency test reports – Illinois test data for years 2011. Required by 40 CFR 51.366.

Appendix B

Quality Assurance Report and Quality Control Report for January through December 2011.

Appendix C

Number of Equipment Audits by Station and Lane – January through December 2011.

Appendix D

Number of Equipment Audit Failures by Station and Lane – January through December 2011.

APPENDIX A

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(1) - 2011 TESTS**ALL VEHICLES TESTED BY MODEL YEAR (Initial Tests Only)****Included: Idle Exhaust and OBD tests that end in Pass or Fail****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | OBD TESTS | TOTAL |
|-------|--------------|------------|-----------|-----------|
| 1996 | ALL | 667 | 23,215 | 23,882 |
| 1997 | ALL | 4,908 | 141,502 | 146,410 |
| 1998 | ALL | 905 | 37,129 | 38,034 |
| 1999 | ALL | 7,415 | 211,280 | 218,695 |
| 2000 | ALL | 1,636 | 50,639 | 52,275 |
| 2001 | ALL | 8,823 | 257,951 | 266,774 |
| 2002 | ALL | 1,359 | 54,153 | 55,512 |
| 2003 | ALL | 9,824 | 295,374 | 305,198 |
| 2004 | ALL | 1,234 | 52,615 | 53,849 |
| 2005 | ALL | 8,408 | 321,591 | 329,999 |
| 2006 | ALL | 1,446 | 56,943 | 58,389 |
| 2007 | ALL | 7,310 | 327,969 | 335,279 |
| 2008 | ALL | 404 | 24,867 | 25,271 |
| TOTAL | ALL | 54,339 | 1,855,228 | 1,909,567 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(1) - 2011 TESTS**LIGHT DUTY PASSENGER VEHICLES TESTED BY MODEL YEAR (Initial Tests Only)****Included: Idle Exhaust and OBD tests that end in Pass or Fail****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | OBD TESTS | TOTAL |
|-------|--------------|------------|-----------|-----------|
| 1996 | LDV | 0 | 14,522 | 14,522 |
| 1997 | LDV | 3 | 85,756 | 85,759 |
| 1998 | LDV | 1 | 21,294 | 21,295 |
| 1999 | LDV | 7 | 119,580 | 119,587 |
| 2000 | LDV | 3 | 29,999 | 30,002 |
| 2001 | LDV | 9 | 146,832 | 146,841 |
| 2002 | LDV | 2 | 28,925 | 28,927 |
| 2003 | LDV | 36 | 159,160 | 159,196 |
| 2004 | LDV | 3 | 27,508 | 27,511 |
| 2005 | LDV | 4 | 165,577 | 165,581 |
| 2006 | LDV | 1 | 31,355 | 31,356 |
| 2007 | LDV | 9 | 184,789 | 184,798 |
| 2008 | LDV | 0 | 12,928 | 12,928 |
| TOTAL | LDV | 78 | 1,028,225 | 1,028,303 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(1) - 2011 TESTS
LIGHT DUTY TRUCKS (1 & 2) TESTED BY MODEL YEAR (Initial Tests Only)
Included: Idle Exhaust and OBD tests that end in Pass or Fail
Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | OBD TESTS | TOTAL |
|-------|-----------------|---------------|--------------|---------|
| 1996 | LDT | 26 | 8,693 | 8,719 |
| 1997 | LDT | 98 | 55,746 | 55,844 |
| 1998 | LDT | 28 | 15,835 | 15,863 |
| 1999 | LDT | 106 | 91,700 | 91,806 |
| 2000 | LDT | 58 | 20,640 | 20,698 |
| 2001 | LDT | 136 | 111,119 | 111,255 |
| 2002 | LDT | 45 | 25,228 | 25,273 |
| 2003 | LDT | 12 | 136,214 | 136,226 |
| 2004 | LDT | 1 | 25,107 | 25,108 |
| 2005 | LDT | 3 | 156,014 | 156,017 |
| 2006 | LDT | 1 | 25,588 | 25,589 |
| 2007 | LDT | 61 | 143,180 | 143,241 |
| 2008 | LDT | 14 | 11,939 | 11,953 |
| TOTAL | LDT | 589 | 827,003 | 827,592 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(1) - 2011 TESTS
HEAVY DUTY VEHICLES TESTED BY MODEL YEAR (Initial Tests Only)
Included: Single Speed Idle tests that end in Pass or Fail
Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | OBD TESTS | TOTAL |
|-------|-----------------|---------------|--------------|--------|
| 1996 | HDV | 641 | 0 | 641 |
| 1997 | HDV | 4,807 | 0 | 4,807 |
| 1998 | HDV | 876 | 0 | 876 |
| 1999 | HDV | 7,302 | 0 | 7,302 |
| 2000 | HDV | 1,575 | 0 | 1,575 |
| 2001 | HDV | 8,678 | 0 | 8,678 |
| 2002 | HDV | 1,312 | 0 | 1,312 |
| 2003 | HDV | 9,776 | 0 | 9,776 |
| 2004 | HDV | 1,230 | 0 | 1,230 |
| 2005 | HDV | 8,401 | 0 | 8,401 |
| 2006 | HDV | 1,444 | 0 | 1,444 |
| 2007 | HDV | 7,240 | 0 | 7,240 |
| 2008 | HDV | 390 | 0 | 390 |
| TOTAL | HDV | 53,672 | 0 | 53,672 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(i) - 2011 TESTS
NUMBER & PERCENTAGE OF ALL VEHICLES FAILING INITIAL TEST

Included: Initial Idle Exhaust and OBD tests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | OBD TESTS | | | GAS CAP TESTS | | | TOTAL - EXCL GC ONLY | | | OVERALL - INCL GC ONLY | | |
|-------|-----------------|------------|------|------|-----------|---------|-------|---------------|-------|-------|----------------------|---------|-------|------------------------|---------|-------|
| | | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE |
| 1996 | ALL | 667 | 66 | 9.9% | 23,215 | 4,951 | 21.3% | 667 | 111 | 16.6% | 23,882 | 5,017 | 21.0% | 23,882 | 5,116 | 21.4% |
| 1997 | ALL | 4,908 | 201 | 4.1% | 141,502 | 18,668 | 13.2% | 4,908 | 569 | 11.6% | 146,410 | 18,869 | 12.9% | 146,410 | 19,396 | 13.2% |
| 1998 | ALL | 905 | 37 | 4.1% | 37,129 | 6,367 | 17.1% | 905 | 122 | 13.5% | 38,034 | 6,404 | 16.8% | 38,034 | 6,521 | 17.1% |
| 1999 | ALL | 7,415 | 223 | 3.0% | 211,280 | 21,618 | 10.2% | 7,415 | 789 | 10.6% | 218,695 | 21,841 | 10.0% | 218,695 | 22,595 | 10.3% |
| 2000 | ALL | 1,636 | 54 | 3.3% | 50,639 | 6,359 | 12.6% | 1,636 | 199 | 12.2% | 52,275 | 6,413 | 12.3% | 52,275 | 6,603 | 12.6% |
| 2001 | ALL | 8,823 | 105 | 1.2% | 257,951 | 25,761 | 10.0% | 8,823 | 629 | 7.1% | 266,774 | 25,866 | 9.7% | 266,774 | 26,489 | 9.9% |
| 2002 | ALL | 1,359 | 14 | 1.0% | 54,153 | 5,743 | 10.6% | 1,359 | 120 | 8.8% | 55,512 | 5,757 | 10.4% | 55,512 | 5,875 | 10.6% |
| 2003 | ALL | 9,824 | 75 | 0.8% | 295,374 | 17,357 | 5.9% | 9,824 | 831 | 8.5% | 305,198 | 17,432 | 5.7% | 305,198 | 18,254 | 6.0% |
| 2004 | ALL | 1,234 | 5 | 0.4% | 52,615 | 3,286 | 6.2% | 1,234 | 102 | 8.3% | 53,849 | 3,291 | 6.1% | 53,849 | 3,393 | 6.3% |
| 2005 | ALL | 8,408 | 20 | 0.2% | 321,591 | 11,973 | 3.7% | 8,408 | 409 | 4.9% | 329,999 | 11,993 | 3.6% | 329,999 | 12,399 | 3.8% |
| 2006 | ALL | 1,446 | 5 | 0.3% | 56,943 | 2,087 | 3.7% | 1,446 | 57 | 3.9% | 58,389 | 2,092 | 3.6% | 58,389 | 2,148 | 3.7% |
| 2007 | ALL | 7,310 | 4 | 0.1% | 327,969 | 7,066 | 2.2% | 7,310 | 241 | 3.3% | 335,279 | 7,070 | 2.1% | 335,279 | 7,311 | 2.2% |
| 2008 | ALL | 404 | 0 | 0.0% | 24,867 | 220 | 0.9% | 404 | 9 | 2.2% | 25,271 | 220 | 0.9% | 25,271 | 229 | 0.9% |
| TOTAL | ALL | 54,339 | 809 | 1.5% | 1,855,228 | 131,456 | 7.1% | 54,339 | 4,188 | 7.7% | 1,909,567 | 132,265 | 6.9% | 1,909,567 | 136,329 | 7.1% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(i) - 2011 TESTS**NUMBER & PERCENTAGE OF LIGHT DUTY PASSENGER VEHICLES FAILING INITIAL TEST**

Included: Initial Idle Exhaust and OBD tests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | OBD TESTS | | | GAS CAP TESTS | | | TOTAL - EXCL GC ONLY | | | OVERALL - INCL GC ONLY | | |
|-------|-----------------|------------|------|-------|-----------|--------|-------|---------------|------|-------|----------------------|--------|-------|------------------------|--------|-------|
| | | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE |
| 1996 | LDV | 0 | 0 | 0.0% | 14,522 | 2,998 | 20.6% | 0 | 0 | 0.0% | 14,522 | 2,998 | 20.6% | 14,522 | 2,998 | 20.6% |
| 1997 | LDV | 3 | 0 | 0.0% | 85,756 | 10,911 | 12.7% | 3 | 0 | 0.0% | 85,759 | 10,911 | 12.7% | 85,759 | 10,911 | 12.7% |
| 1998 | LDV | 1 | 0 | 0.0% | 21,294 | 3,589 | 16.9% | 1 | 0 | 0.0% | 21,295 | 3,589 | 16.9% | 21,295 | 3,589 | 16.9% |
| 1999 | LDV | 7 | 0 | 0.0% | 119,580 | 12,647 | 10.6% | 7 | 0 | 0.0% | 119,587 | 12,647 | 10.6% | 119,587 | 12,647 | 10.6% |
| 2000 | LDV | 3 | 1 | 33.3% | 29,999 | 4,153 | 13.8% | 3 | 1 | 33.3% | 30,002 | 4,154 | 13.8% | 30,002 | 4,155 | 13.8% |
| 2001 | LDV | 9 | 0 | 0.0% | 146,832 | 14,745 | 10.0% | 9 | 0 | 0.0% | 146,841 | 14,745 | 10.0% | 146,841 | 14,745 | 10.0% |
| 2002 | LDV | 2 | 1 | 50.0% | 28,925 | 3,257 | 11.3% | 2 | 0 | 0.0% | 28,927 | 3,258 | 11.3% | 28,927 | 3,258 | 11.3% |
| 2003 | LDV | 36 | 3 | 8.3% | 159,160 | 9,387 | 5.9% | 36 | 0 | 0.0% | 159,196 | 9,390 | 5.9% | 159,196 | 9,390 | 5.9% |
| 2004 | LDV | 3 | 1 | 33.3% | 27,508 | 1,882 | 6.8% | 3 | 0 | 0.0% | 27,511 | 1,883 | 6.8% | 27,511 | 1,883 | 6.8% |
| 2005 | LDV | 4 | 0 | 0.0% | 165,577 | 6,092 | 3.7% | 4 | 0 | 0.0% | 165,581 | 6,092 | 3.7% | 165,581 | 6,092 | 3.7% |
| 2006 | LDV | 1 | 0 | 0.0% | 31,355 | 1,194 | 3.8% | 1 | 0 | 0.0% | 31,356 | 1,194 | 3.8% | 31,356 | 1,194 | 3.8% |
| 2007 | LDV | 9 | 1 | 11.1% | 184,789 | 4,180 | 2.3% | 9 | 0 | 0.0% | 184,798 | 4,181 | 2.3% | 184,798 | 4,181 | 2.3% |
| 2008 | LDV | 0 | 0 | 0.0% | 12,928 | 124 | 1.0% | 0 | 0 | 0.0% | 12,928 | 124 | 1.0% | 12,928 | 124 | 1.0% |
| TOTAL | LDV | 78 | 7 | 9.0% | 1,028,225 | 75,159 | 7.3% | 78 | 1 | 1.3% | 1,028,303 | 75,166 | 7.3% | 1,028,303 | 75,167 | 7.3% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(i) - 2011 TESTS**NUMBER & PERCENTAGE OF LIGHT DUTY TRUCKS (1 & 2) FAILING INITIAL TEST**

Included: Initial Idle Exhaust and OBD tests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | OBD TESTS | | | GAS CAP TESTS | | | TOTAL - EXCL GC ONLY | | | OVERALL - INCL GC ONLY | | |
|-------|-----------------|------------|------|------|-----------|--------|-------|---------------|------|--------|----------------------|--------|-------|------------------------|--------|-------|
| | | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE |
| 1996 | LDT | 26 | 0 | 0.0% | 8,693 | 1,953 | 22.5% | 26 | 5 | 19.2% | 8,719 | 1,953 | 22.4% | 8,719 | 1,957 | 22.4% |
| 1997 | LDT | 98 | 1 | 1.0% | 55,746 | 7,757 | 13.9% | 98 | 8 | 8.2% | 55,844 | 7,758 | 13.9% | 55,844 | 7,763 | 13.9% |
| 1998 | LDT | 28 | 1 | 3.6% | 15,835 | 2,778 | 17.5% | 28 | 2 | 7.1% | 15,863 | 2,779 | 17.5% | 15,863 | 2,781 | 17.5% |
| 1999 | LDT | 106 | 2 | 1.9% | 91,700 | 8,971 | 9.8% | 106 | 7 | 6.6% | 91,806 | 8,973 | 9.8% | 91,806 | 8,980 | 9.8% |
| 2000 | LDT | 58 | 0 | 0.0% | 20,640 | 2,206 | 10.7% | 58 | 4 | 6.9% | 20,698 | 2,206 | 10.7% | 20,698 | 2,210 | 10.7% |
| 2001 | LDT | 136 | 1 | 0.7% | 111,119 | 11,016 | 9.9% | 136 | 13 | 9.6% | 111,255 | 11,017 | 9.9% | 111,255 | 11,030 | 9.9% |
| 2002 | LDT | 45 | 0 | 0.0% | 25,228 | 2,486 | 9.9% | 45 | 3 | 6.7% | 25,273 | 2,486 | 9.8% | 25,273 | 2,488 | 9.8% |
| 2003 | LDT | 12 | 0 | 0.0% | 136,214 | 7,970 | 5.9% | 12 | 0 | 0.0% | 136,226 | 7,970 | 5.9% | 136,226 | 7,970 | 5.9% |
| 2004 | LDT | 1 | 0 | 0.0% | 25,107 | 1,404 | 5.6% | 1 | 1 | 100.0% | 25,108 | 1,404 | 5.6% | 25,108 | 1,405 | 5.6% |
| 2005 | LDT | 3 | 0 | 0.0% | 156,014 | 5,881 | 3.8% | 3 | 0 | 0.0% | 156,017 | 5,881 | 3.8% | 156,017 | 5,881 | 3.8% |
| 2006 | LDT | 1 | 0 | 0.0% | 25,588 | 893 | 3.5% | 1 | 0 | 0.0% | 25,589 | 893 | 3.5% | 25,589 | 893 | 3.5% |
| 2007 | LDT | 61 | 0 | 0.0% | 143,180 | 2,886 | 2.0% | 61 | 6 | 9.8% | 143,241 | 2,886 | 2.0% | 143,241 | 2,892 | 2.0% |
| 2008 | LDT | 14 | 0 | 0.0% | 11,939 | 96 | 0.8% | 14 | 0 | 0.0% | 11,953 | 96 | 0.8% | 11,953 | 95 | 0.8% |
| TOTAL | LDT | 589 | 5 | 0.8% | 827,003 | 56,297 | 6.8% | 589 | 49 | 8.3% | 827,592 | 56,302 | 6.8% | 827,592 | 56,345 | 6.8% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(i) - 2011 TESTS**NUMBER & PERCENTAGE OF HEAVY DUTY VEHICLES FAILING INITIAL TEST****Included: Idle Exhaust Tests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | OBD TESTS | | | GAS CAP TESTS | | | TOTAL - EXCL GC ONLY | | | OVERALL - INCL GC ONLY | | |
|-------|-----------------|------------|------|-------|-----------|------|------|---------------|-------|-------|----------------------|------|-------|------------------------|-------|-------|
| | | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE | TESTED | FAIL | RATE |
| 1996 | HDV | 641 | 66 | 10.3% | 0 | 0 | 0.0% | 641 | 106 | 16.5% | 641 | 66 | 10.3% | 641 | 161 | 25.1% |
| 1997 | HDV | 4,807 | 200 | 4.2% | 0 | 0 | 0.0% | 4,807 | 561 | 11.7% | 4,807 | 200 | 4.2% | 4,807 | 722 | 15.0% |
| 1998 | HDV | 876 | 36 | 4.1% | 0 | 0 | 0.0% | 876 | 120 | 13.7% | 876 | 36 | 4.1% | 876 | 151 | 17.2% |
| 1999 | HDV | 7,302 | 221 | 3.0% | 0 | 0 | 0.0% | 7,302 | 782 | 10.7% | 7,302 | 221 | 3.0% | 7,302 | 968 | 13.3% |
| 2000 | HDV | 1,575 | 53 | 3.4% | 0 | 0 | 0.0% | 1,575 | 194 | 12.3% | 1,575 | 53 | 3.4% | 1,575 | 238 | 15.1% |
| 2001 | HDV | 8,678 | 104 | 1.2% | 0 | 0 | 0.0% | 8,678 | 616 | 7.1% | 8,678 | 104 | 1.2% | 8,678 | 714 | 8.2% |
| 2002 | HDV | 1,312 | 13 | 1.0% | 0 | 0 | 0.0% | 1,312 | 117 | 8.9% | 1,312 | 13 | 1.0% | 1,312 | 129 | 9.8% |
| 2003 | HDV | 9,776 | 72 | 0.7% | 0 | 0 | 0.0% | 9,776 | 831 | 8.5% | 9,776 | 72 | 0.7% | 9,776 | 894 | 9.1% |
| 2004 | HDV | 1,230 | 4 | 0.3% | 0 | 0 | 0.0% | 1,230 | 101 | 8.2% | 1,230 | 4 | 0.3% | 1,230 | 105 | 8.5% |
| 2005 | HDV | 8,401 | 20 | 0.2% | 0 | 0 | 0.0% | 8,401 | 409 | 4.9% | 8,401 | 20 | 0.2% | 8,401 | 426 | 5.1% |
| 2006 | HDV | 1,444 | 5 | 0.3% | 0 | 0 | 0.0% | 1,444 | 57 | 3.9% | 1,444 | 5 | 0.3% | 1,444 | 61 | 4.2% |
| 2007 | HDV | 7,240 | 3 | 0.0% | 0 | 0 | 0.0% | 7,240 | 235 | 3.2% | 7,240 | 3 | 0.0% | 7,240 | 238 | 3.3% |
| 2008 | HDV | 390 | 0 | 0.0% | 0 | 0 | 0.0% | 390 | 9 | 2.3% | 390 | 0 | 0.0% | 390 | 10 | 2.6% |
| TOTAL | HDV | 53,672 | 797 | 1.5% | 0 | 0 | 0.0% | 53,672 | 4,138 | 7.7% | 53,672 | 797 | 1.5% | 53,672 | 4,817 | 9.0% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(ii) & (iii) - 2011 TESTS**FIRST RETEST RESULTS FOR ALL INITIALLY FAILED VEHICLES****Included: 1st Idle Exhaust and OBD Retests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY RETESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|------|--------|------|--------|-----------|--------|--------|--------|--------|----------------------|-------|--------|------|--------|--------|--------|--------|--------|--------|
| | | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE |
| 1996 | ALL | 42 | 25 | 59.5% | 17 | 40.5% | 2,482 | 1,911 | 77.0% | 571 | 23.0% | 98 | 97 | 99.0% | 1 | 1.0% | 2,622 | 2,033 | 77.5% | 589 | 22.5% |
| 1997 | ALL | 160 | 100 | 62.5% | 60 | 37.5% | 12,182 | 10,064 | 82.6% | 2,118 | 17.4% | 520 | 511 | 98.3% | 9 | 1.7% | 12,862 | 10,675 | 83.0% | 2,187 | 17.0% |
| 1998 | ALL | 28 | 13 | 46.4% | 15 | 53.6% | 3,456 | 2,756 | 79.7% | 700 | 20.3% | 115 | 114 | 99.1% | 1 | 0.9% | 3,599 | 2,883 | 80.1% | 716 | 19.9% |
| 1999 | ALL | 181 | 110 | 60.8% | 71 | 39.2% | 14,638 | 12,681 | 86.6% | 1,957 | 13.4% | 750 | 736 | 98.1% | 14 | 1.9% | 15,569 | 13,527 | 86.9% | 2,042 | 13.1% |
| 2000 | ALL | 37 | 19 | 51.4% | 18 | 48.6% | 3,677 | 3,062 | 83.3% | 615 | 16.7% | 190 | 187 | 98.4% | 3 | 1.6% | 3,904 | 3,268 | 83.7% | 636 | 16.3% |
| 2001 | ALL | 90 | 70 | 77.8% | 20 | 22.2% | 18,454 | 15,959 | 86.5% | 2,495 | 13.5% | 619 | 609 | 98.4% | 10 | 1.6% | 19,163 | 16,638 | 86.8% | 2,525 | 13.2% |
| 2002 | ALL | 12 | 5 | 41.7% | 7 | 58.3% | 3,482 | 2,991 | 85.9% | 491 | 14.1% | 110 | 110 | 100.0% | 0 | 0.0% | 3,604 | 3,106 | 86.2% | 498 | 13.8% |
| 2003 | ALL | 61 | 48 | 78.7% | 13 | 21.3% | 13,289 | 12,148 | 91.4% | 1,141 | 8.6% | 813 | 805 | 99.0% | 8 | 1.0% | 14,163 | 13,001 | 91.8% | 1,162 | 8.2% |
| 2004 | ALL | 3 | 2 | 66.7% | 1 | 33.3% | 2,055 | 1,799 | 87.5% | 256 | 12.5% | 99 | 96 | 97.0% | 3 | 3.0% | 2,157 | 1,897 | 87.9% | 260 | 12.1% |
| 2005 | ALL | 17 | 10 | 58.8% | 7 | 41.2% | 8,874 | 8,190 | 92.3% | 684 | 7.7% | 403 | 395 | 98.0% | 8 | 2.0% | 9,294 | 8,595 | 92.5% | 699 | 7.5% |
| 2006 | ALL | 3 | 3 | 100.0% | 0 | 0.0% | 1,346 | 1,210 | 89.9% | 136 | 10.1% | 56 | 55 | 98.2% | 1 | 1.8% | 1,405 | 1,268 | 90.2% | 137 | 9.8% |
| 2007 | ALL | 3 | 2 | 66.7% | 1 | 33.3% | 5,043 | 4,699 | 93.2% | 344 | 6.8% | 239 | 236 | 98.7% | 3 | 1.3% | 5,285 | 4,937 | 93.4% | 348 | 6.6% |
| 2008 | ALL | 0 | 0 | 0.0% | 0 | 0.0% | 67 | 65 | 97.0% | 2 | 3.0% | 7 | 7 | 100.0% | 0 | 0.0% | 74 | 72 | 97.3% | 2 | 2.7% |
| TOTAL | ALL | 637 | 407 | 63.9% | 230 | 36.1% | 89,045 | 77,535 | 87.1% | 11,510 | 12.9% | 4,019 | 3,958 | 98.5% | 61 | 1.5% | 93,701 | 81,900 | 87.4% | 11,801 | 12.6% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(ii) & (iii) - 2011 TESTS
FIRST RETEST RESULTS FOR INITIALLY FAILED LIGHT DUTY PASSENGER VEHICLES

Included: 1st Idle Exhaust and OBD Retests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY RETESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|------|--------|------|--------|-----------|--------|--------|-------|--------|----------------------|------|--------|------|--------|--------|--------|--------|-------|--------|
| | | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE |
| 1996 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 1,502 | 1,160 | 77.2% | 342 | 22.8% | 0 | 0 | 0.0% | 0 | 0.0% | 1,502 | 1,160 | 77.2% | 342 | 22.8% |
| 1997 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 6,931 | 5,758 | 83.1% | 1,173 | 16.9% | 0 | 0 | 0.0% | 0 | 0.0% | 6,931 | 5,758 | 83.1% | 1,173 | 16.9% |
| 1998 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 1,955 | 1,562 | 79.9% | 393 | 20.1% | 0 | 0 | 0.0% | 0 | 0.0% | 1,955 | 1,562 | 79.9% | 393 | 20.1% |
| 1999 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 8,288 | 7,189 | 86.7% | 1,099 | 13.3% | 0 | 0 | 0.0% | 0 | 0.0% | 8,288 | 7,189 | 86.7% | 1,099 | 13.3% |
| 2000 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 2,379 | 1,968 | 82.7% | 411 | 17.3% | 1 | 1 | 100.0% | 0 | 0.0% | 2,380 | 1,969 | 82.7% | 411 | 17.3% |
| 2001 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 10,162 | 8,746 | 86.1% | 1,416 | 13.9% | 0 | 0 | 0.0% | 0 | 0.0% | 10,162 | 8,746 | 86.1% | 1,416 | 13.9% |
| 2002 | LDV | 1 | 1 | 100.0% | 0 | 0.0% | 1,883 | 1,595 | 84.7% | 288 | 15.3% | 0 | 0 | 0.0% | 0 | 0.0% | 1,884 | 1,596 | 84.7% | 288 | 15.3% |
| 2003 | LDV | 1 | 1 | 100.0% | 0 | 0.0% | 6,927 | 6,252 | 90.3% | 675 | 9.7% | 0 | 0 | 0.0% | 0 | 0.0% | 6,928 | 6,253 | 90.3% | 675 | 9.7% |
| 2004 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 1,166 | 1,001 | 85.8% | 165 | 14.2% | 0 | 0 | 0.0% | 0 | 0.0% | 1,166 | 1,001 | 85.8% | 165 | 14.2% |
| 2005 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 4,361 | 3,989 | 91.5% | 372 | 8.5% | 0 | 0 | 0.0% | 0 | 0.0% | 4,361 | 3,989 | 91.5% | 372 | 8.5% |
| 2006 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 769 | 687 | 89.3% | 82 | 10.7% | 0 | 0 | 0.0% | 0 | 0.0% | 769 | 687 | 89.3% | 82 | 10.7% |
| 2007 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 2,858 | 2,644 | 92.5% | 214 | 7.5% | 0 | 0 | 0.0% | 0 | 0.0% | 2,858 | 2,644 | 92.5% | 214 | 7.5% |
| 2008 | LDV | 0 | 0 | 0.0% | 0 | 0.0% | 34 | 33 | 97.1% | 1 | 2.9% | 0 | 0 | 0.0% | 0 | 0.0% | 34 | 33 | 97.1% | 1 | 2.9% |
| TOTAL | LDV | 2 | 2 | 100.0% | 0 | 0.0% | 49,215 | 42,584 | 86.5% | 6,631 | 13.5% | 1 | 1 | 100.0% | 0 | 0.0% | 49,218 | 42,587 | 86.5% | 6,631 | 13.5% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(ii) & (iii) - 2011 TESTS**FIRST RETEST RESULTS FOR INITIALLY FAILED LIGHT DUTY TRUCKS (1 & 2)**

Included: 1st Idle Exhaust and OBD Retests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY RETESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|------|--------|------|--------|-----------|--------|--------|-------|--------|----------------------|------|--------|------|--------|--------|--------|--------|-------|--------|
| | | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE |
| 1996 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 980 | 751 | 76.6% | 229 | 23.4% | 4 | 4 | 100.0% | 0 | 0.0% | 984 | 755 | 76.7% | 229 | 23.3% |
| 1997 | LDT | 1 | 0 | 0.0% | 1 | 100.0% | 5,251 | 4,306 | 82.0% | 945 | 18.0% | 7 | 6 | 85.7% | 1 | 14.3% | 5,259 | 4,312 | 82.0% | 947 | 18.0% |
| 1998 | LDT | 1 | 1 | 100.0% | 0 | 0.0% | 1,501 | 1,194 | 79.5% | 307 | 20.5% | 3 | 2 | 66.7% | 1 | 33.3% | 1,505 | 1,197 | 79.5% | 308 | 20.5% |
| 1999 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 6,350 | 5,492 | 86.5% | 858 | 13.5% | 7 | 7 | 100.0% | 0 | 0.0% | 6,357 | 5,499 | 86.5% | 858 | 13.5% |
| 2000 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 1,298 | 1,094 | 84.3% | 204 | 15.7% | 4 | 4 | 100.0% | 0 | 0.0% | 1,302 | 1,098 | 84.3% | 204 | 15.7% |
| 2001 | LDT | 1 | 1 | 100.0% | 0 | 0.0% | 8,292 | 7,213 | 87.0% | 1,079 | 13.0% | 13 | 13 | 100.0% | 0 | 0.0% | 8,306 | 7,227 | 87.0% | 1,079 | 13.0% |
| 2002 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 1,599 | 1,396 | 87.3% | 203 | 12.7% | 2 | 2 | 100.0% | 0 | 0.0% | 1,601 | 1,398 | 87.3% | 203 | 12.7% |
| 2003 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 6,362 | 5,896 | 92.7% | 466 | 7.3% | 0 | 0 | 0.0% | 0 | 0.0% | 6,362 | 5,896 | 92.7% | 466 | 7.3% |
| 2004 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 889 | 798 | 89.8% | 91 | 10.2% | 1 | 1 | 100.0% | 0 | 0.0% | 890 | 799 | 89.8% | 91 | 10.2% |
| 2005 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 4,513 | 4,201 | 93.1% | 312 | 6.9% | 0 | 0 | 0.0% | 0 | 0.0% | 4,513 | 4,201 | 93.1% | 312 | 6.9% |
| 2006 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 577 | 523 | 90.6% | 54 | 9.4% | 0 | 0 | 0.0% | 0 | 0.0% | 577 | 523 | 90.6% | 54 | 9.4% |
| 2007 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 2,185 | 2,055 | 94.1% | 130 | 5.9% | 6 | 6 | 100.0% | 0 | 0.0% | 2,191 | 2,061 | 94.1% | 130 | 5.9% |
| 2008 | LDT | 0 | 0 | 0.0% | 0 | 0.0% | 33 | 32 | 97.0% | 1 | 3.0% | 0 | 0 | 0.0% | 0 | 0.0% | 33 | 32 | 97.0% | 1 | 3.0% |
| TOTAL | LDT | 3 | 2 | 66.7% | 1 | 33.3% | 39,830 | 34,951 | 87.8% | 4,879 | 12.2% | 47 | 45 | 95.7% | 2 | 4.3% | 39,880 | 34,998 | 87.8% | 4,882 | 12.2% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(ii) & (iii) - 2011 TESTS
FIRST RETEST RESULTS FOR INITIALLY FAILED HEAVY DUTY VEHICLES

Included: 1st Idle Exhaust and OBD Retests

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY RETESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|------|--------|------|--------|-----------|------|--------|------|--------|----------------------|-------|--------|------|--------|--------|-------|--------|------|--------|
| | | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE | 1ST RT | PASS | P RATE | FAIL | F RATE |
| 1996 | HDV | 42 | 25 | 59.5% | 17 | 40.5% | 0 | 0 | 0.0% | 0 | 0.0% | 94 | 93 | 98.9% | 1 | 1.1% | 136 | 118 | 86.8% | 18 | 13.2% |
| 1997 | HDV | 159 | 100 | 62.9% | 59 | 37.1% | 0 | 0 | 0.0% | 0 | 0.0% | 513 | 505 | 98.4% | 8 | 1.6% | 672 | 605 | 90.0% | 67 | 10.0% |
| 1998 | HDV | 27 | 12 | 44.4% | 15 | 55.6% | 0 | 0 | 0.0% | 0 | 0.0% | 112 | 112 | 100.0% | 0 | 0.0% | 139 | 124 | 89.2% | 15 | 10.8% |
| 1999 | HDV | 181 | 110 | 60.8% | 71 | 39.2% | 0 | 0 | 0.0% | 0 | 0.0% | 743 | 729 | 98.1% | 14 | 1.9% | 924 | 839 | 90.8% | 85 | 9.2% |
| 2000 | HDV | 37 | 19 | 51.4% | 18 | 48.6% | 0 | 0 | 0.0% | 0 | 0.0% | 185 | 182 | 98.4% | 3 | 1.6% | 222 | 201 | 90.5% | 21 | 9.5% |
| 2001 | HDV | 89 | 69 | 77.5% | 20 | 22.5% | 0 | 0 | 0.0% | 0 | 0.0% | 606 | 596 | 98.3% | 10 | 1.7% | 695 | 665 | 95.7% | 30 | 4.3% |
| 2002 | HDV | 11 | 4 | 36.4% | 7 | 63.6% | 0 | 0 | 0.0% | 0 | 0.0% | 108 | 108 | 100.0% | 0 | 0.0% | 119 | 112 | 94.1% | 7 | 5.9% |
| 2003 | HDV | 60 | 47 | 78.3% | 13 | 21.7% | 0 | 0 | 0.0% | 0 | 0.0% | 813 | 805 | 99.0% | 8 | 1.0% | 873 | 852 | 97.6% | 21 | 2.4% |
| 2004 | HDV | 3 | 2 | 66.7% | 1 | 33.3% | 0 | 0 | 0.0% | 0 | 0.0% | 98 | 95 | 96.9% | 3 | 3.1% | 101 | 97 | 96.0% | 4 | 4.0% |
| 2005 | HDV | 17 | 10 | 58.8% | 7 | 41.2% | 0 | 0 | 0.0% | 0 | 0.0% | 403 | 395 | 98.0% | 8 | 2.0% | 420 | 405 | 96.4% | 15 | 3.6% |
| 2006 | HDV | 3 | 3 | 100.0% | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0.0% | 56 | 55 | 98.2% | 1 | 1.8% | 59 | 58 | 98.3% | 1 | 1.7% |
| 2007 | HDV | 3 | 2 | 66.7% | 1 | 33.3% | 0 | 0 | 0.0% | 0 | 0.0% | 233 | 230 | 98.7% | 3 | 1.3% | 236 | 232 | 98.3% | 4 | 1.7% |
| 2008 | HDV | 0 | 0 | 0.0% | 0 | 0.0% | 0 | 0 | 0.0% | 0 | 0.0% | 7 | 7 | 100.0% | 0 | 0.0% | 7 | 7 | 100.0% | 0 | 0.0% |
| TOTAL | HDV | 632 | 403 | 63.8% | 229 | 36.2% | 0 | 0 | 0.0% | 0 | 0.0% | 3,971 | 3,912 | 98.5% | 59 | 1.5% | 4,603 | 4,315 | 93.7% | 288 | 6.3% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(iv) - 2011 TESTS**ALL INITIALLY FAILED VEHICLES PASSING THE SECOND OR SUBSEQUENT RETEST****Included: 2nd or Greater Idle Exhaust and OBD Retests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY TESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|---------|------|--------|--------|-----------|---------|-------|--------|-------|--------------------|---------|------|--------|--------|-----------|---------|-------|--------|-------|
| | | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND |
| 1996 | ALL | 66 | 15 | 8 | 12.1% | 53.3% | 4,951 | 367 | 216 | 4.4% | 58.9% | 111 | 3 | 3 | 2.7% | 100.0% | 5,116 | 385 | 227 | 4.4% | 59.0% |
| 1997 | ALL | 201 | 43 | 27 | 13.4% | 62.8% | 18,668 | 1,565 | 1,017 | 5.4% | 65.0% | 569 | 25 | 25 | 4.4% | 100.0% | 19,396 | 1,633 | 1,069 | 5.5% | 65.5% |
| 1998 | ALL | 37 | 14 | 6 | 16.2% | 42.9% | 6,367 | 456 | 290 | 4.6% | 63.6% | 122 | 3 | 3 | 2.5% | 100.0% | 6,521 | 473 | 299 | 4.6% | 63.2% |
| 1999 | ALL | 223 | 76 | 35 | 15.7% | 46.1% | 21,618 | 1,467 | 1,003 | 4.6% | 68.4% | 789 | 26 | 26 | 3.3% | 100.0% | 22,595 | 1,569 | 1,064 | 4.7% | 67.8% |
| 2000 | ALL | 54 | 17 | 8 | 14.8% | 47.1% | 6,359 | 410 | 266 | 4.2% | 64.9% | 199 | 6 | 6 | 3.0% | 100.0% | 6,603 | 433 | 280 | 4.2% | 64.7% |
| 2001 | ALL | 105 | 16 | 6 | 5.7% | 37.5% | 25,761 | 1,754 | 1,136 | 4.4% | 64.8% | 629 | 16 | 16 | 2.5% | 100.0% | 26,489 | 1,786 | 1,158 | 4.4% | 64.8% |
| 2002 | ALL | 14 | 4 | 1 | 7.1% | 25.0% | 5,743 | 341 | 228 | 4.0% | 66.9% | 120 | 0 | 0 | 0.0% | 0.0% | 5,875 | 345 | 229 | 3.9% | 66.4% |
| 2003 | ALL | 75 | 5 | 4 | 5.3% | 80.0% | 17,357 | 872 | 613 | 3.5% | 70.3% | 831 | 14 | 14 | 1.7% | 100.0% | 18,254 | 891 | 631 | 3.5% | 70.8% |
| 2004 | ALL | 5 | 1 | 1 | 20.0% | 100.0% | 3,286 | 183 | 117 | 3.6% | 63.9% | 102 | 3 | 3 | 2.9% | 100.0% | 3,393 | 187 | 121 | 3.6% | 64.7% |
| 2005 | ALL | 20 | 3 | 3 | 15.0% | 100.0% | 11,973 | 522 | 391 | 3.3% | 74.9% | 409 | 10 | 10 | 2.4% | 100.0% | 12,399 | 535 | 404 | 3.3% | 75.5% |
| 2006 | ALL | 5 | 0 | 0 | 0.0% | 0.0% | 2,087 | 101 | 82 | 3.9% | 81.2% | 57 | 0 | 0 | 0.0% | 0.0% | 2,148 | 101 | 82 | 3.8% | 81.2% |
| 2007 | ALL | 4 | 1 | 1 | 25.0% | 100.0% | 7,066 | 287 | 214 | 3.0% | 74.6% | 241 | 3 | 3 | 1.2% | 100.0% | 7,311 | 291 | 218 | 3.0% | 74.9% |
| 2008 | ALL | 0 | 0 | 0 | 0.0% | 0.0% | 220 | 0 | 0 | 0.0% | 0.0% | 9 | 0 | 0 | 0.0% | 0.0% | 229 | 0 | 0 | 0.0% | 0.0% |
| TOTAL | ALL | 809 | 195 | 100 | 12.4% | 51.3% | 131,456 | 8,325 | 5,573 | 4.2% | 66.9% | 4,188 | 109 | 109 | 2.6% | 100.0% | 136,329 | 8,629 | 5,782 | 4.2% | 67.0% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(iv) - 2011 TESTS**INITIALLY FAILED LIGHT DUTY PASSENGER VEHICLES PASSING THE SECOND OR SUBSEQUENT RETEST****Included: 2nd or Greater Idle Exhaust and OBD Retests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY TESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|---------|------|--------|-------|-----------|---------|-------|--------|-------|--------------------|---------|------|--------|-------|-----------|---------|-------|--------|-------|
| | | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND |
| 1996 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 2,998 | 209 | 125 | 4.2% | 59.8% | 0 | 0 | 0 | 0.0% | 0.0% | 2,998 | 209 | 125 | 4.2% | 59.8% |
| 1997 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 10,911 | 828 | 526 | 4.8% | 63.5% | 0 | 0 | 0 | 0.0% | 0.0% | 10,911 | 828 | 526 | 4.8% | 63.5% |
| 1998 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 3,589 | 248 | 164 | 4.6% | 66.1% | 0 | 0 | 0 | 0.0% | 0.0% | 3,589 | 248 | 164 | 4.6% | 66.1% |
| 1999 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 12,647 | 804 | 545 | 4.3% | 67.8% | 0 | 0 | 0 | 0.0% | 0.0% | 12,647 | 804 | 545 | 4.3% | 67.8% |
| 2000 | LDV | 1 | 0 | 0 | 0.0% | 0.0% | 4,153 | 268 | 171 | 4.1% | 63.8% | 1 | 0 | 0 | 0.0% | 0.0% | 4,155 | 268 | 171 | 4.1% | 63.8% |
| 2001 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 14,745 | 964 | 600 | 4.1% | 62.2% | 0 | 0 | 0 | 0.0% | 0.0% | 14,745 | 964 | 600 | 4.1% | 62.2% |
| 2002 | LDV | 1 | 0 | 0 | 0.0% | 0.0% | 3,257 | 200 | 127 | 3.9% | 63.5% | 0 | 0 | 0 | 0.0% | 0.0% | 3,258 | 200 | 127 | 3.9% | 63.5% |
| 2003 | LDV | 3 | 0 | 0 | 0.0% | 0.0% | 9,387 | 478 | 339 | 3.6% | 70.9% | 0 | 0 | 0 | 0.0% | 0.0% | 9,390 | 478 | 339 | 3.6% | 70.9% |
| 2004 | LDV | 1 | 0 | 0 | 0.0% | 0.0% | 1,882 | 119 | 74 | 3.9% | 62.2% | 0 | 0 | 0 | 0.0% | 0.0% | 1,883 | 119 | 74 | 3.9% | 62.2% |
| 2005 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 6,092 | 277 | 208 | 3.4% | 75.1% | 0 | 0 | 0 | 0.0% | 0.0% | 6,092 | 277 | 208 | 3.4% | 75.1% |
| 2006 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 1,194 | 62 | 48 | 4.0% | 77.4% | 0 | 0 | 0 | 0.0% | 0.0% | 1,194 | 62 | 48 | 4.0% | 77.4% |
| 2007 | LDV | 1 | 0 | 0 | 0.0% | 0.0% | 4,180 | 176 | 122 | 2.9% | 69.3% | 0 | 0 | 0 | 0.0% | 0.0% | 4,181 | 176 | 122 | 2.9% | 69.3% |
| 2008 | LDV | 0 | 0 | 0 | 0.0% | 0.0% | 124 | 0 | 0 | 0.0% | 0.0% | 0 | 0 | 0 | 0.0% | 0.0% | 124 | 0 | 0 | 0.0% | 0.0% |
| TOTAL | LDV | 7 | 0 | 0 | 0.0% | 0.0% | 75,159 | 4,633 | 3,049 | 4.1% | 65.8% | 1 | 0 | 0 | 0.0% | 0.0% | 75,167 | 4,633 | 3,049 | 4.1% | 65.8% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(iv) - 2011 TESTS**INITIALLY FAILED LIGHT DUTY TRUCKS (1 & 2) PASSING THE SECOND OR SUBSEQUENT RETEST****Included: 2nd or Greater Idle Exhaust and OBD Retests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY TESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|---------|------|--------|-------|-----------|---------|-------|--------|-------|--------------------|---------|------|--------|--------|-----------|---------|-------|--------|-------|
| | | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND |
| 1996 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 1,953 | 158 | 91 | 4.7% | 57.6% | 5 | 0 | 0 | 0.0% | 0.0% | 1,957 | 158 | 91 | 4.6% | 57.6% |
| 1997 | LDT | 1 | 0 | 0 | 0.0% | 0.0% | 7,757 | 737 | 491 | 6.3% | 66.6% | 8 | 2 | 2 | 25.0% | 100.0% | 7,763 | 739 | 493 | 6.4% | 66.7% |
| 1998 | LDT | 1 | 0 | 0 | 0.0% | 0.0% | 2,778 | 208 | 126 | 4.5% | 60.6% | 2 | 1 | 1 | 50.0% | 100.0% | 2,781 | 209 | 127 | 4.6% | 60.8% |
| 1999 | LDT | 2 | 0 | 0 | 0.0% | 0.0% | 8,971 | 663 | 458 | 5.1% | 69.1% | 7 | 0 | 0 | 0.0% | 0.0% | 8,980 | 663 | 458 | 5.1% | 69.1% |
| 2000 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 2,206 | 142 | 95 | 4.3% | 66.9% | 4 | 0 | 0 | 0.0% | 0.0% | 2,210 | 142 | 95 | 4.3% | 66.9% |
| 2001 | LDT | 1 | 0 | 0 | 0.0% | 0.0% | 11,016 | 790 | 536 | 4.9% | 67.8% | 13 | 0 | 0 | 0.0% | 0.0% | 11,030 | 790 | 536 | 4.9% | 67.8% |
| 2002 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 2,486 | 141 | 101 | 4.1% | 71.6% | 3 | 0 | 0 | 0.0% | 0.0% | 2,488 | 141 | 101 | 4.1% | 71.6% |
| 2003 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 7,970 | 394 | 274 | 3.4% | 69.5% | 0 | 0 | 0 | 0.0% | 0.0% | 7,970 | 394 | 274 | 3.4% | 69.5% |
| 2004 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 1,404 | 64 | 43 | 3.1% | 67.2% | 1 | 0 | 0 | 0.0% | 0.0% | 1,405 | 64 | 43 | 3.1% | 67.2% |
| 2005 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 5,881 | 245 | 183 | 3.1% | 74.7% | 0 | 0 | 0 | 0.0% | 0.0% | 5,881 | 245 | 183 | 3.1% | 74.7% |
| 2006 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 893 | 39 | 34 | 3.8% | 87.2% | 0 | 0 | 0 | 0.0% | 0.0% | 893 | 39 | 34 | 3.8% | 87.2% |
| 2007 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 2,886 | 111 | 92 | 3.2% | 82.9% | 6 | 0 | 0 | 0.0% | 0.0% | 2,892 | 111 | 92 | 3.2% | 82.9% |
| 2008 | LDT | 0 | 0 | 0 | 0.0% | 0.0% | 96 | 0 | 0 | 0.0% | 0.0% | 0 | 0 | 0 | 0.0% | 0.0% | 95 | 0 | 0 | 0.0% | 0.0% |
| TOTAL | LDT | 5 | 0 | 0 | 0.0% | 0.0% | 56,297 | 3,692 | 2,524 | 4.5% | 68.4% | 49 | 3 | 3 | 6.1% | 100.0% | 56,345 | 3,695 | 2,527 | 4.5% | 68.4% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(iv) - 2011 TESTS**INITIALLY FAILED HEAVY DUTY VEHICLES PASSING THE SECOND OR SUBSEQUENT RETEST****Included: 2nd or Greater Idle Exhaust and OBD Retests****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | IDLE TESTS | | | | | OBD TESTS | | | | | GAS CAP ONLY TESTS | | | | | TOTAL | | | | |
|-------|-----------------|------------|---------|------|--------|--------|-----------|---------|------|--------|-------|--------------------|---------|------|--------|--------|-----------|---------|------|--------|--------|
| | | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND | INIT FAIL | 2ND+ RT | PASS | % INIT | % 2ND |
| 1996 | HDV | 66 | 15 | 8 | 12.1% | 53.3% | 0 | 0 | 0 | 0.0% | 0.0% | 106 | 3 | 3 | 2.8% | 100.0% | 161 | 18 | 11 | 6.8% | 61.1% |
| 1997 | HDV | 200 | 43 | 27 | 13.5% | 62.8% | 0 | 0 | 0 | 0.0% | 0.0% | 561 | 23 | 23 | 4.1% | 100.0% | 722 | 66 | 50 | 6.9% | 75.8% |
| 1998 | HDV | 36 | 14 | 6 | 16.7% | 42.9% | 0 | 0 | 0 | 0.0% | 0.0% | 120 | 2 | 2 | 1.7% | 100.0% | 151 | 16 | 8 | 5.3% | 50.0% |
| 1999 | HDV | 221 | 76 | 35 | 15.8% | 46.1% | 0 | 0 | 0 | 0.0% | 0.0% | 782 | 26 | 26 | 3.3% | 100.0% | 968 | 102 | 61 | 6.3% | 59.8% |
| 2000 | HDV | 53 | 17 | 8 | 15.1% | 47.1% | 0 | 0 | 0 | 0.0% | 0.0% | 194 | 6 | 6 | 3.1% | 100.0% | 238 | 23 | 14 | 5.9% | 60.9% |
| 2001 | HDV | 104 | 16 | 6 | 5.8% | 37.5% | 0 | 0 | 0 | 0.0% | 0.0% | 616 | 16 | 16 | 2.6% | 100.0% | 714 | 32 | 22 | 3.1% | 68.8% |
| 2002 | HDV | 13 | 4 | 1 | 7.7% | 25.0% | 0 | 0 | 0 | 0.0% | 0.0% | 117 | 0 | 0 | 0.0% | 0.0% | 129 | 4 | 1 | 0.8% | 25.0% |
| 2003 | HDV | 72 | 5 | 4 | 5.6% | 80.0% | 0 | 0 | 0 | 0.0% | 0.0% | 831 | 14 | 14 | 1.7% | 100.0% | 894 | 19 | 18 | 2.0% | 94.7% |
| 2004 | HDV | 4 | 1 | 1 | 25.0% | 100.0% | 0 | 0 | 0 | 0.0% | 0.0% | 101 | 3 | 3 | 3.0% | 100.0% | 105 | 4 | 4 | 3.8% | 100.0% |
| 2005 | HDV | 20 | 3 | 3 | 15.0% | 100.0% | 0 | 0 | 0 | 0.0% | 0.0% | 409 | 10 | 10 | 2.4% | 100.0% | 426 | 13 | 13 | 3.1% | 100.0% |
| 2006 | HDV | 5 | 0 | 0 | 0.0% | 0.0% | 0 | 0 | 0 | 0.0% | 0.0% | 57 | 0 | 0 | 0.0% | 0.0% | 61 | 0 | 0 | 0.0% | 0.0% |
| 2007 | HDV | 3 | 1 | 1 | 33.3% | 100.0% | 0 | 0 | 0 | 0.0% | 0.0% | 235 | 3 | 3 | 1.3% | 100.0% | 238 | 4 | 4 | 1.7% | 100.0% |
| 2008 | HDV | 0 | 0 | 0 | 0.0% | 0.0% | 0 | 0 | 0 | 0.0% | 0.0% | 9 | 0 | 0 | 0.0% | 0.0% | 10 | 0 | 0 | 0.0% | 0.0% |
| TOTAL | HDV | 797 | 195 | 100 | 12.5% | 51.3% | 0 | 0 | 0 | 0.0% | 0.0% | 4,138 | 106 | 106 | 2.6% | 100.0% | 4,817 | 301 | 206 | 4.3% | 68.4% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(v) - 2011 TESTS
ALL INITIALLY FAILED VEHICLES RECEIVING A WAIVER

| MY | VEHICLE TYPE | INITIAL FAILS | WAIVER | RATE |
|-------|-----------------|------------------|--------|------|
| 1996 | ALL | 5,017 | 111 | 2.2% |
| 1997 | ALL | 18,869 | 329 | 1.7% |
| 1998 | ALL | 6,404 | 124 | 1.9% |
| 1999 | ALL | 21,841 | 332 | 1.5% |
| 2000 | ALL | 6,413 | 111 | 1.7% |
| 2001 | ALL | 25,866 | 624 | 2.4% |
| 2002 | ALL | 5,757 | 118 | 2.0% |
| 2003 | ALL | 17,432 | 233 | 1.3% |
| 2004 | ALL | 3,291 | 68 | 2.1% |
| 2005 | ALL | 11,993 | 125 | 1.0% |
| 2006 | ALL | 2,092 | 22 | 1.1% |
| 2007 | ALL | 7,070 | 46 | 0.7% |
| 2008 | ALL | 220 | 0 | 0.0% |
| TOTAL | ALL | 132,265 | 2,243 | 1.7% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(v) - 2011 TESTS
INITIALLY FAILED LIGHT DUTY PASSENGER VEHICLES RECEIVING A WAIVER

| MY | VEHICLE TYPE | INITIAL FAILS | WAIVER | RATE |
|-------|-----------------|------------------|--------|------|
| 1996 | LDV | 2,998 | 75 | 2.5% |
| 1997 | LDV | 10,911 | 196 | 1.8% |
| 1998 | LDV | 3,589 | 70 | 2.0% |
| 1999 | LDV | 12,647 | 197 | 1.6% |
| 2000 | LDV | 4,154 | 71 | 1.7% |
| 2001 | LDV | 14,745 | 375 | 2.5% |
| 2002 | LDV | 3,258 | 72 | 2.2% |
| 2003 | LDV | 9,390 | 147 | 1.6% |
| 2004 | LDV | 1,883 | 40 | 2.1% |
| 2005 | LDV | 6,092 | 68 | 1.1% |
| 2006 | LDV | 1,194 | 13 | 1.1% |
| 2007 | LDV | 4,181 | 36 | 0.9% |
| 2008 | LDV | 124 | 0 | 0.0% |
| TOTAL | LDV | 75,166 | 1,360 | 1.8% |

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(v) - 2011 TESTS
INITIALLY FAILED LIGHT DUTY TRUCKS (1 & 2) RECEIVING A WAIVER**

| MY | VEHICLE TYPE | INITIAL FAILS | WAIVER | RATE |
|-------|-----------------|------------------|--------|------|
| 1996 | LDT | 1,953 | 34 | 1.7% |
| 1997 | LDT | 7,758 | 123 | 1.6% |
| 1998 | LDT | 2,779 | 51 | 1.8% |
| 1999 | LDT | 8,973 | 122 | 1.4% |
| 2000 | LDT | 2,206 | 35 | 1.6% |
| 2001 | LDT | 11,017 | 245 | 2.2% |
| 2002 | LDT | 2,486 | 44 | 1.8% |
| 2003 | LDT | 7,970 | 86 | 1.1% |
| 2004 | LDT | 1,404 | 28 | 2.0% |
| 2005 | LDT | 5,881 | 57 | 1.0% |
| 2006 | LDT | 893 | 9 | 1.0% |
| 2007 | LDT | 2,886 | 10 | 0.3% |
| 2008 | LDT | 96 | 0 | 0.0% |
| TOTAL | LDT | 56,302 | 844 | 1.5% |

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(v) - 2011 TESTS
INITIALLY FAILED HEAVY DUTY VEHICLES RECEIVING A WAIVER**

| MY | VEHICLE TYPE | INITIAL FAILS | WAIVER | RATE |
|-------|-----------------|------------------|--------|-------|
| 1996 | HDV | 66 | 2 | 3.0% |
| 1997 | HDV | 200 | 10 | 5.0% |
| 1998 | HDV | 36 | 3 | 8.3% |
| 1999 | HDV | 221 | 13 | 5.9% |
| 2000 | HDV | 53 | 5 | 9.4% |
| 2001 | HDV | 104 | 4 | 3.8% |
| 2002 | HDV | 13 | 2 | 15.4% |
| 2003 | HDV | 72 | 0 | 0.0% |
| 2004 | HDV | 4 | 0 | 0.0% |
| 2005 | HDV | 20 | 0 | 0.0% |
| 2006 | HDV | 5 | 0 | 0.0% |
| 2007 | HDV | 3 | 0 | 0.0% |
| 2008 | HDV | 0 | 0 | 0.0% |
| TOTAL | HDV | 797 | 39 | 4.9% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(vi) - 2011 TESTS**ALL INITIALLY FAILED VEHICLES WITH NO KNOWN FINAL OUTCOME**

Vehicles that failed the initial test that have not passed a retest, been deleted,
received a waiver, temporary extension, hardship extension, or been exempted as of 6/4/2012

| MY | VEHICLE TYPE | INITIAL TESTS | NUMBER W/O RES | RATE |
|-------|-----------------|------------------|-------------------|------|
| 1996 | ALL | 23,882 | 2,085 | 8.7% |
| 1997 | ALL | 146,410 | 4,080 | 2.8% |
| 1998 | ALL | 38,034 | 2,464 | 6.5% |
| 1999 | ALL | 218,695 | 3,864 | 1.8% |
| 2000 | ALL | 52,275 | 2,364 | 4.5% |
| 2001 | ALL | 266,774 | 4,194 | 1.6% |
| 2002 | ALL | 55,512 | 1,765 | 3.2% |
| 2003 | ALL | 305,198 | 1,902 | 0.6% |
| 2004 | ALL | 53,849 | 832 | 1.5% |
| 2005 | ALL | 329,999 | 1,103 | 0.3% |
| 2006 | ALL | 58,389 | 467 | 0.8% |
| 2007 | ALL | 335,279 | 586 | 0.2% |
| 2008 | ALL | 25,271 | 8 | 0.0% |
| TOTAL | ALL | 1,909,567 | 25,714 | 1.3% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(vi) - 2011 TESTS**INITIALLY FAILED LIGHT DUTY PASSENGER VEHICLES WITH NO KNOWN FINAL OUTCOME**

Vehicles that failed the initial test that have not passed a retest, been deleted,
received a waiver, temporary extension, hardship extension, or been exempted as of 6/4/2012

| MY | VEHICLE TYPE | INITIAL TESTS | NUMBER W/O RES | RATE |
|-------|-----------------|------------------|-------------------|------|
| 1996 | LDV | 14,522 | 1,263 | 8.7% |
| 1997 | LDV | 85,759 | 2,445 | 2.9% |
| 1998 | LDV | 21,295 | 1,384 | 6.5% |
| 1999 | LDV | 119,587 | 2,322 | 1.9% |
| 2000 | LDV | 30,002 | 1,552 | 5.2% |
| 2001 | LDV | 146,841 | 2,620 | 1.8% |
| 2002 | LDV | 28,927 | 1,087 | 3.8% |
| 2003 | LDV | 159,196 | 1,199 | 0.8% |
| 2004 | LDV | 27,511 | 533 | 1.9% |
| 2005 | LDV | 165,581 | 664 | 0.4% |
| 2006 | LDV | 31,356 | 289 | 0.9% |
| 2007 | LDV | 184,798 | 384 | 0.2% |
| 2008 | LDV | 12,928 | 4 | 0.0% |
| TOTAL | LDV | 1,028,303 | 15,746 | 1.5% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(vi) - 2011 TESTS**INITIALLY FAILED LIGHT DUTY TRUCKS (1 & 2) WITH NO KNOWN FINAL OUTCOME**

Vehicles that failed the initial test that have not passed a retest, been deleted,
received a waiver, temporary extension, hardship extension, or been exempted as of 6/4/2012

| MY | VEHICLE TYPE | INITIAL TESTS | NUMBER W/O RES | RATE |
|-------|-----------------|------------------|-------------------|------|
| 1996 | LDT | 8,719 | 812 | 9.3% |
| 1997 | LDT | 55,844 | 1,629 | 2.9% |
| 1998 | LDT | 15,863 | 1,072 | 6.8% |
| 1999 | LDT | 91,806 | 1,532 | 1.7% |
| 2000 | LDT | 20,698 | 803 | 3.9% |
| 2001 | LDT | 111,255 | 1,574 | 1.4% |
| 2002 | LDT | 25,273 | 672 | 2.7% |
| 2003 | LDT | 136,226 | 702 | 0.5% |
| 2004 | LDT | 25,108 | 293 | 1.2% |
| 2005 | LDT | 156,017 | 438 | 0.3% |
| 2006 | LDT | 25,589 | 174 | 0.7% |
| 2007 | LDT | 143,241 | 202 | 0.1% |
| 2008 | LDT | 11,953 | 4 | 0.0% |
| TOTAL | LDT | 827,592 | 9,907 | 1.2% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(vi) - 2011 TESTS
INITIALLY FAILED HEAVY DUTY VEHICLES WITH NO KNOWN FINAL OUTCOME
Vehicles that failed the initial test that have not passed a retest, been deleted,
received a waiver, temporary extension, hardship extension, or been exempted as of 6/4/2012

| MY | VEHICLE TYPE | INITIAL TESTS | NUMBER W/O RES | RATE |
|-------|-----------------|------------------|-------------------|------|
| 1996 | HDV | 641 | 10 | 1.6% |
| 1997 | HDV | 4,807 | 6 | 0.1% |
| 1998 | HDV | 876 | 8 | 0.9% |
| 1999 | HDV | 7,302 | 10 | 0.1% |
| 2000 | HDV | 1,575 | 9 | 0.6% |
| 2001 | HDV | 8,678 | 0 | 0.0% |
| 2002 | HDV | 1,312 | 6 | 0.5% |
| 2003 | HDV | 9,776 | 1 | 0.0% |
| 2004 | HDV | 1,230 | 6 | 0.5% |
| 2005 | HDV | 8,401 | 1 | 0.0% |
| 2006 | HDV | 1,444 | 4 | 0.3% |
| 2007 | HDV | 7,240 | 0 | 0.0% |
| 2008 | HDV | 390 | 0 | 0.0% |
| TOTAL | HDV | 53,672 | 61 | 0.1% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xi) & (xii) - 2011 TESTS**ALL VEHICLE OBD TEST RESULTS****Included: Initial OBD Tests that end in Pass or Fail****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | TESTED | PASS | PASS RATE | FAIL | FAIL RATE |
|-------|-----------------|-----------|-----------|--------------|---------|--------------|
| 1996 | ALL | 23,215 | 18,264 | 78.7% | 4,951 | 21.3% |
| 1997 | ALL | 141,502 | 122,834 | 86.8% | 18,668 | 13.2% |
| 1998 | ALL | 37,129 | 30,762 | 82.9% | 6,367 | 17.1% |
| 1999 | ALL | 211,280 | 189,662 | 89.8% | 21,618 | 10.2% |
| 2000 | ALL | 50,639 | 44,280 | 87.4% | 6,359 | 12.6% |
| 2001 | ALL | 257,951 | 232,190 | 90.0% | 25,761 | 10.0% |
| 2002 | ALL | 54,153 | 48,410 | 89.4% | 5,743 | 10.6% |
| 2003 | ALL | 295,375 | 278,018 | 94.1% | 17,357 | 5.9% |
| 2004 | ALL | 52,615 | 49,329 | 93.8% | 3,286 | 6.2% |
| 2005 | ALL | 321,591 | 309,618 | 96.3% | 11,973 | 3.7% |
| 2006 | ALL | 56,942 | 54,855 | 96.3% | 2,087 | 3.7% |
| 2007 | ALL | 327,969 | 320,903 | 97.8% | 7,066 | 2.2% |
| 2008 | ALL | 24,867 | 24,647 | 99.1% | 220 | 0.9% |
| TOTAL | ALL | 1,855,228 | 1,723,772 | 92.9% | 131,456 | 7.1% |

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xi) & (xii) - 2011 TESTS
LIGHT DUTY PASSENGER VEHICLE OBD TEST RESULTS**

Included: Initial OBD Tests that end in Pass or Fail

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | TESTED | PASS | PASS RATE | FAIL | FAIL RATE |
|-------|-----------------|-----------|---------|--------------|--------|--------------|
| 1996 | LDV | 14,522 | 11,524 | 79.4% | 2,998 | 20.6% |
| 1997 | LDV | 85,756 | 74,845 | 87.3% | 10,911 | 12.7% |
| 1998 | LDV | 21,293 | 17,704 | 83.1% | 3,589 | 16.9% |
| 1999 | LDV | 119,580 | 106,933 | 89.4% | 12,647 | 10.6% |
| 2000 | LDV | 29,999 | 25,846 | 86.2% | 4,153 | 13.8% |
| 2001 | LDV | 146,832 | 132,087 | 90.0% | 14,745 | 10.0% |
| 2002 | LDV | 28,925 | 25,668 | 88.7% | 3,257 | 11.3% |
| 2003 | LDV | 159,160 | 149,773 | 94.1% | 9,387 | 5.9% |
| 2004 | LDV | 27,508 | 25,626 | 93.2% | 1,882 | 6.8% |
| 2005 | LDV | 165,577 | 159,485 | 96.3% | 6,092 | 3.7% |
| 2006 | LDV | 31,355 | 30,161 | 96.2% | 1,194 | 3.8% |
| 2007 | LDV | 184,789 | 180,609 | 97.7% | 4,180 | 2.3% |
| 2008 | LDV | 12,928 | 12,804 | 99.0% | 124 | 1.0% |
| TOTAL | LDV | 1,028,224 | 953,065 | 92.7% | 75,159 | 7.3% |

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xi) & (xii) - 2011 TESTS
LIGHT DUTY TRUCKS (1 & 2) OBD TEST RESULTS**

Included: Initial OBD Tests that end in Pass or Fail

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | TESTED | PASS | PASS RATE | FAIL | FAIL RATE |
|-------|-----------------|---------|---------|--------------|--------|--------------|
| 1996 | LDT | 8,693 | 6,740 | 77.5% | 1,953 | 22.5% |
| 1997 | LDT | 55,746 | 47,989 | 86.1% | 7,757 | 13.9% |
| 1998 | LDT | 15,836 | 13,058 | 82.5% | 2,778 | 17.5% |
| 1999 | LDT | 91,700 | 82,729 | 90.2% | 8,971 | 9.8% |
| 2000 | LDT | 20,640 | 18,434 | 89.3% | 2,206 | 10.7% |
| 2001 | LDT | 111,119 | 100,103 | 90.1% | 11,016 | 9.9% |
| 2002 | LDT | 25,228 | 22,742 | 90.1% | 2,486 | 9.9% |
| 2003 | LDT | 136,215 | 128,245 | 94.1% | 7,970 | 5.9% |
| 2004 | LDT | 25,107 | 23,703 | 94.4% | 1,404 | 5.6% |
| 2005 | LDT | 156,014 | 150,133 | 96.2% | 5,881 | 3.8% |
| 2006 | LDT | 25,587 | 24,694 | 96.5% | 893 | 3.5% |
| 2007 | LDT | 143,180 | 140,294 | 98.0% | 2,886 | 2.0% |
| 2008 | LDT | 11,939 | 11,843 | 99.2% | 96 | 0.8% |
| TOTAL | LDT | 827,004 | 770,707 | 93.2% | 56,297 | 6.8% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xiii) & (xiv) - 2011 TESTS
ALL VEHICLES FAILING THE OBD TEST AND RECEIVING A FALLBACK TAILPIPE TEST

Not Applicable: Beginning Jan 1, 2004 - Fallback exhaust testing not allowed for OBD fail.

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xv) through (xviii) - 2011 TESTS
ALL VEHICLES - OBD AND GAS CAP TEST RESULTS**

Not Applicable: Beginning February 1, 2007, Vehicles receiving an OBD test no longer require a gas cap test.

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xix) through (xxii) - 2011 TESTS**ALL VEHICLES - MIL AND CODE STATUS****Included: Initial OBD Tests that end in Pass or Fail*****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | NO CODES | MIL ON | RATE | CODES STORED | MIL OFF | RATE | CODES STORED | MIL ON | RATE | NO CODES | MIL OFF | RATE |
|-------|-----------------|-------------|-----------|------|-----------------|------------|-------|-----------------|-----------|-------|-------------|------------|--------|
| 1996 | ALL | 15,163 | 22 | 0.1% | 7,744 | 3,101 | 40.0% | 7,744 | 4,643 | 60.0% | 15,163 | 15,140 | 99.8% |
| 1997 | ALL | 105,157 | 21 | 0.0% | 35,071 | 17,609 | 50.2% | 35,071 | 17,462 | 49.8% | 105,157 | 105,133 | 100.0% |
| 1998 | ALL | 26,065 | 7 | 0.0% | 10,586 | 4,697 | 44.4% | 10,586 | 5,886 | 55.6% | 26,065 | 26,058 | 100.0% |
| 1999 | ALL | 167,084 | 96 | 0.1% | 42,297 | 22,578 | 53.4% | 42,297 | 19,719 | 46.6% | 167,084 | 166,987 | 99.9% |
| 2000 | ALL | 38,496 | 20 | 0.1% | 11,733 | 5,784 | 49.3% | 11,733 | 5,949 | 50.7% | 38,496 | 38,476 | 99.9% |
| 2001 | ALL | 207,119 | 27 | 0.0% | 49,297 | 25,071 | 50.9% | 49,297 | 24,226 | 49.1% | 207,119 | 207,090 | 100.0% |
| 2002 | ALL | 42,756 | 8 | 0.0% | 11,008 | 5,654 | 51.4% | 11,008 | 5,354 | 48.6% | 42,756 | 42,747 | 100.0% |
| 2003 | ALL | 254,578 | 8 | 0.0% | 39,610 | 23,440 | 59.2% | 39,610 | 16,170 | 40.8% | 254,578 | 254,567 | 100.0% |
| 2004 | ALL | 44,873 | 3 | 0.0% | 7,420 | 4,456 | 60.1% | 7,420 | 2,964 | 39.9% | 44,873 | 44,870 | 100.0% |
| 2005 | ALL | 291,441 | 9 | 0.0% | 28,860 | 18,177 | 63.0% | 28,860 | 10,683 | 37.0% | 291,441 | 291,431 | 100.0% |
| 2006 | ALL | 51,498 | 0 | 0.0% | 5,018 | 3,190 | 63.6% | 5,018 | 1,828 | 36.4% | 51,498 | 51,498 | 100.0% |
| 2007 | ALL | 310,122 | 5 | 0.0% | 16,675 | 10,783 | 64.7% | 16,675 | 5,892 | 35.3% | 310,122 | 310,117 | 100.0% |
| 2008 | ALL | 24,174 | 0 | 0.0% | 610 | 473 | 77.5% | 610 | 137 | 22.5% | 24,174 | 24,174 | 100.0% |
| TOTAL | ALL | 1,578,526 | 226 | 0.0% | 265,929 | 145,013 | 54.5% | 265,929 | 120,913 | 45.5% | 1,578,526 | 1,578,288 | 100.0% |

*Pass = OBD Successfully scanned and MIL is NOT commanded ON

Fail = OBD Failure for codes present/MIL commanded ON

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xix) through (xxii) - 2011 TESTS**LIGHT DUTY PASSENGER VEHICLES - MIL AND CODE STATUS****Included: Initial OBD Tests that end in Pass or Fail*****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | NO CODES | MIL ON | RATE | CODES STORED | MIL OFF | RATE | CODES STORED | MIL ON | RATE | NO CODES | MIL OFF | RATE |
|-------|--------------|----------|--------|------|--------------|---------|-------|--------------|--------|-------|----------|---------|--------|
| 1996 | LDV | 9,745 | 20 | 0.2% | 4,573 | 1,779 | 38.9% | 4,573 | 2,794 | 61.1% | 9,745 | 9,724 | 99.8% |
| 1997 | LDV | 64,268 | 20 | 0.0% | 20,608 | 10,509 | 51.0% | 20,608 | 10,099 | 49.0% | 64,268 | 64,247 | 100.0% |
| 1998 | LDV | 15,057 | 6 | 0.0% | 5,926 | 2,647 | 44.7% | 5,926 | 3,276 | 55.3% | 15,057 | 15,051 | 100.0% |
| 1999 | LDV | 93,879 | 35 | 0.0% | 24,405 | 13,054 | 53.5% | 24,405 | 11,351 | 46.5% | 93,879 | 93,844 | 100.0% |
| 2000 | LDV | 22,504 | 5 | 0.0% | 7,189 | 3,342 | 46.5% | 7,189 | 3,847 | 53.5% | 22,504 | 22,499 | 100.0% |
| 2001 | LDV | 116,669 | 12 | 0.0% | 29,163 | 15,418 | 52.9% | 29,163 | 13,745 | 47.1% | 116,669 | 116,656 | 100.0% |
| 2002 | LDV | 22,533 | 5 | 0.0% | 6,190 | 3,135 | 50.6% | 6,190 | 3,055 | 49.4% | 22,533 | 22,528 | 100.0% |
| 2003 | LDV | 138,088 | 3 | 0.0% | 20,474 | 11,685 | 57.1% | 20,474 | 8,789 | 42.9% | 138,088 | 138,082 | 100.0% |
| 2004 | LDV | 23,367 | 1 | 0.0% | 3,992 | 2,259 | 56.6% | 3,992 | 1,733 | 43.4% | 23,367 | 23,366 | 100.0% |
| 2005 | LDV | 150,357 | 4 | 0.0% | 14,654 | 9,128 | 62.3% | 14,654 | 5,526 | 37.7% | 150,357 | 150,352 | 100.0% |
| 2006 | LDV | 28,394 | 0 | 0.0% | 2,627 | 1,600 | 60.9% | 2,627 | 1,027 | 39.1% | 28,394 | 28,394 | 100.0% |
| 2007 | LDV | 175,013 | 5 | 0.0% | 9,002 | 5,598 | 62.2% | 9,002 | 3,404 | 37.8% | 175,013 | 175,008 | 100.0% |
| 2008 | LDV | 12,551 | 0 | 0.0% | 320 | 253 | 79.1% | 320 | 67 | 20.9% | 12,551 | 12,551 | 100.0% |
| TOTAL | LDV | 872,425 | 116 | 0.0% | 149,123 | 80,407 | 53.9% | 149,123 | 68,713 | 46.1% | 872,425 | 872,302 | 100.0% |

*Pass = OBD Successfully scanned and MIL is NOT commanded ON

Fail = OBD Failure for codes present/MIL commanded ON

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xix) through (xxii) - 2011 TESTS**LIGHT DUTY TRUCKS - MIL AND CODE STATUS****Included: Initial OBD Tests that end in Pass or Fail*****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | VEHICLE TYPE | NO CODES | MIL ON | RATE | CODES STORED | MIL OFF | RATE | CODES STORED | MIL ON | RATE | NO CODES | MIL OFF | RATE |
|-------|--------------|----------|--------|------|--------------|---------|-------|--------------|--------|-------|----------|---------|--------|
| 1996 | LDT | 5,418 | 2 | 0.0% | 3,171 | 1,322 | 41.7% | 3,171 | 1,849 | 58.3% | 5,418 | 5,416 | 100.0% |
| 1997 | LDT | 40,889 | 1 | 0.0% | 14,463 | 7,100 | 49.1% | 14,463 | 7,363 | 50.9% | 40,889 | 40,886 | 100.0% |
| 1998 | LDT | 11,008 | 1 | 0.0% | 4,660 | 2,050 | 44.0% | 4,660 | 2,610 | 56.0% | 11,008 | 11,007 | 100.0% |
| 1999 | LDT | 73,205 | 61 | 0.1% | 17,892 | 9,524 | 53.2% | 17,892 | 8,368 | 46.8% | 73,205 | 73,143 | 99.9% |
| 2000 | LDT | 15,992 | 15 | 0.1% | 4,544 | 2,442 | 53.7% | 4,544 | 2,102 | 46.3% | 15,992 | 15,977 | 99.9% |
| 2001 | LDT | 90,450 | 15 | 0.0% | 20,134 | 9,653 | 47.9% | 20,134 | 10,481 | 52.1% | 90,450 | 90,434 | 100.0% |
| 2002 | LDT | 20,223 | 3 | 0.0% | 4,818 | 2,519 | 52.3% | 4,818 | 2,299 | 47.7% | 20,223 | 20,219 | 100.0% |
| 2003 | LDT | 116,490 | 5 | 0.0% | 19,136 | 11,755 | 61.4% | 19,136 | 7,381 | 38.6% | 116,490 | 116,485 | 100.0% |
| 2004 | LDT | 21,506 | 2 | 0.0% | 3,428 | 2,197 | 64.1% | 3,428 | 1,231 | 35.9% | 21,506 | 21,504 | 100.0% |
| 2005 | LDT | 141,084 | 5 | 0.0% | 14,206 | 9,049 | 63.7% | 14,206 | 5,157 | 36.3% | 141,084 | 141,079 | 100.0% |
| 2006 | LDT | 23,104 | 0 | 0.0% | 2,391 | 1,590 | 66.5% | 2,391 | 801 | 33.5% | 23,104 | 23,104 | 100.0% |
| 2007 | LDT | 135,109 | 0 | 0.0% | 7,673 | 5,185 | 67.6% | 7,673 | 2,488 | 32.4% | 135,109 | 135,109 | 100.0% |
| 2008 | LDT | 11,623 | 0 | 0.0% | 290 | 220 | 75.9% | 290 | 70 | 24.1% | 11,623 | 11,623 | 100.0% |
| TOTAL | LDT | 706,101 | 110 | 0.0% | 116,806 | 64,606 | 55.3% | 116,806 | 52,200 | 44.7% | 706,101 | 705,986 | 100.0% |

*Pass = OBD Successfully scanned and MIL is NOT commanded ON

Fail = OBD Failure for codes present/MIL commanded ON

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xxiii) - 2011 TESTS
VEHICLES REJECTED FOR OBD READINESS - ALL VEHICLES**

Included: Initial OBD Tests that end in Pass, Fail or Readiness Reject

Excluded: Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | TESTED | *NOT READY | RATE |
|-------|-----------------|-----------|------------|------|
| 1996 | ALL | 23,253 | 1,499 | 6.4% |
| 1997 | ALL | 142,741 | 7,656 | 5.4% |
| 1998 | ALL | 37,207 | 2,404 | 6.5% |
| 1999 | ALL | 212,621 | 9,006 | 4.2% |
| 2000 | ALL | 50,651 | 2,361 | 4.7% |
| 2001 | ALL | 259,924 | 17,400 | 6.7% |
| 2002 | ALL | 54,029 | 3,232 | 6.0% |
| 2003 | ALL | 296,325 | 9,421 | 3.2% |
| 2004 | ALL | 52,551 | 1,655 | 3.1% |
| 2005 | ALL | 322,097 | 6,210 | 1.9% |
| 2006 | ALL | 56,918 | 1,092 | 1.9% |
| 2007 | ALL | 328,266 | 3,601 | 1.1% |
| 2008 | ALL | 24,937 | 162 | 0.6% |
| TOTAL | ALL | 1,861,520 | 65,699 | 3.5% |

*NOT READY:

1996-2000 Model Year Vehicle = 3 or more non-continuous monitors "Not Ready"

2001+ Model Year Vehicle = 2 or more non-continuous monitors "Not Ready"

**USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xxiii) - 2011 TESTS
VEHICLES REJECTED FOR OBD READINESS - LIGHT DUTY VEHICLES**

Included: Initial OBD Tests that end in Pass, Fail or Readiness Reject

Excluded: Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | TESTED | *NOT READY | RATE |
|-------|--------------|-----------|------------|------|
| 1996 | LDV | 14,523 | 889 | 6.1% |
| 1997 | LDV | 86,468 | 4,253 | 4.9% |
| 1998 | LDV | 21,331 | 1,299 | 6.1% |
| 1999 | LDV | 120,312 | 5,050 | 4.2% |
| 2000 | LDV | 30,002 | 1,403 | 4.7% |
| 2001 | LDV | 147,948 | 9,206 | 6.2% |
| 2002 | LDV | 28,883 | 1,711 | 5.9% |
| 2003 | LDV | 159,728 | 5,305 | 3.3% |
| 2004 | LDV | 27,475 | 973 | 3.5% |
| 2005 | LDV | 165,827 | 3,202 | 1.9% |
| 2006 | LDV | 31,350 | 670 | 2.1% |
| 2007 | LDV | 185,003 | 2,046 | 1.1% |
| 2008 | LDV | 12,970 | 92 | 0.7% |
| TOTAL | LDV | 1,031,820 | 36,099 | 3.5% |

*NOT READY:

1996-2000 Model Year Vehicle = 3 or more non-continuous monitors "Not Ready"

2001+ Model Year Vehicle = 2 or more non-continuous monitors "Not Ready"

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(2)(xxiii) - 2011 TESTS
VEHICLES REJECTED FOR OBD READINESS - LIGHT TRUCKS 1 & 2
Included: Initial OBD Tests that end in Pass, Fail or Readiness Reject
Excluded: Aborts, Voided Tests, Voluntary Tests

| MY | VEHICLE TYPE | TESTED | *NOT READY | RATE |
|-------|--------------|---------|------------|------|
| 1996 | LDT | 8,730 | 610 | 7.0% |
| 1997 | LDT | 56,273 | 3,403 | 6.0% |
| 1998 | LDT | 15,876 | 1,105 | 7.0% |
| 1999 | LDT | 92,309 | 3,956 | 4.3% |
| 2000 | LDT | 20,649 | 958 | 4.6% |
| 2001 | LDT | 111,976 | 8,194 | 7.3% |
| 2002 | LDT | 25,146 | 1,521 | 6.0% |
| 2003 | LDT | 136,597 | 4,116 | 3.0% |
| 2004 | LDT | 25,076 | 682 | 2.7% |
| 2005 | LDT | 156,270 | 3,008 | 1.9% |
| 2006 | LDT | 25,568 | 422 | 1.7% |
| 2007 | LDT | 143,263 | 1,555 | 1.1% |
| 2008 | LDT | 11,967 | 70 | 0.6% |
| TOTAL | LDT | 829,700 | 29,600 | 3.6% |

***NOT READY:**

1996-2000 Model Year Vehicle = 3 or more non-continuous monitors "Not Ready"

2001+ Model Year Vehicle = 2 or more non-continuous monitors "Not Ready"

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(3) - 2011 TESTS**INITIAL TESTS BY MODEL YEAR AND STATION (Centralized Test-Only Stations)****Included: Idle Exhaust and OBD Initial tests with Overall Result in Pass or Fail****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests**

| MY | STATION | | | | | | | | | | | | | | | | | TOTAL |
|-------|---------|--------|---------|---------|--------|---------|---------|---------|---------|---------|---------|---------|---------|--------|--------|--------|--------|-----------|
| | 1 | 3 | 4 | 7 | 8 | 11 | 12 | 13 | 16 | 22 | 24 | 26 | 27 | 29 | 30 | 53 | 54 | |
| 1996 | 1,333 | 982 | 798 | 1,196 | 912 | 1,370 | 1,287 | 2,181 | 1,963 | 3,366 | 1,862 | 1,260 | 2,680 | 346 | 603 | 728 | 437 | 23,304 |
| 1997 | 7,347 | 6,735 | 6,660 | 8,554 | 6,597 | 9,561 | 9,301 | 13,046 | 11,122 | 18,864 | 12,317 | 7,264 | 14,364 | 1,751 | 2,727 | 3,505 | 3,738 | 143,453 |
| 1998 | 1,961 | 1,612 | 1,573 | 2,053 | 1,475 | 2,260 | 2,176 | 3,371 | 3,293 | 5,145 | 3,184 | 1,912 | 4,027 | 467 | 787 | 1,049 | 771 | 37,116 |
| 1999 | 10,406 | 10,512 | 11,330 | 13,478 | 10,470 | 14,544 | 13,805 | 18,445 | 16,400 | 26,183 | 19,653 | 10,793 | 20,046 | 2,537 | 3,908 | 5,320 | 6,173 | 214,003 |
| 2000 | 2,655 | 2,308 | 2,118 | 2,920 | 2,093 | 3,186 | 2,925 | 4,339 | 4,267 | 6,838 | 4,508 | 2,645 | 5,418 | 680 | 1,137 | 1,662 | 1,255 | 50,954 |
| 2001 | 11,977 | 13,177 | 15,562 | 17,253 | 12,825 | 17,808 | 16,892 | 20,940 | 18,677 | 28,650 | 25,403 | 13,798 | 23,905 | 3,081 | 4,937 | 6,709 | 9,085 | 260,679 |
| 2002 | 2,608 | 2,646 | 2,792 | 3,282 | 2,389 | 3,451 | 3,124 | 4,236 | 4,206 | 6,334 | 5,001 | 3,111 | 5,499 | 763 | 1,245 | 1,845 | 1,552 | 54,084 |
| 2003 | 13,224 | 15,714 | 19,693 | 20,486 | 14,897 | 20,636 | 19,574 | 22,283 | 20,792 | 29,856 | 31,034 | 16,294 | 25,786 | 3,407 | 5,546 | 7,340 | 11,564 | 298,126 |
| 2004 | 2,469 | 2,594 | 3,145 | 3,319 | 2,335 | 3,298 | 3,134 | 4,004 | 4,123 | 5,242 | 5,308 | 2,917 | 4,973 | 763 | 1,252 | 1,727 | 1,839 | 52,442 |
| 2005 | 13,629 | 16,877 | 21,727 | 22,346 | 15,650 | 22,275 | 20,525 | 23,550 | 21,786 | 30,550 | 34,074 | 18,072 | 28,089 | 3,994 | 6,120 | 8,539 | 14,087 | 321,890 |
| 2006 | 2,603 | 2,837 | 3,543 | 3,806 | 2,585 | 3,610 | 3,289 | 4,181 | 4,413 | 5,394 | 5,835 | 3,138 | 5,232 | 791 | 1,309 | 1,884 | 2,252 | 56,702 |
| 2007 | 12,922 | 16,140 | 23,175 | 22,699 | 15,691 | 22,265 | 21,119 | 22,699 | 24,536 | 29,065 | 35,400 | 18,029 | 28,367 | 3,972 | 6,097 | 8,185 | 14,387 | 324,748 |
| 2008 | 1,059 | 1,360 | 1,960 | 1,761 | 1,331 | 1,864 | 1,554 | 1,628 | 1,481 | 2,034 | 2,676 | 1,484 | 1,881 | 299 | 444 | 605 | 1,232 | 24,653 |
| TOTAL | 84,193 | 93,494 | 114,076 | 123,153 | 89,250 | 126,128 | 118,705 | 144,903 | 137,059 | 197,521 | 186,255 | 100,717 | 170,267 | 22,851 | 36,112 | 49,098 | 68,372 | 1,862,154 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(3) - 2011 TESTS

INITIAL TESTS BY MODEL YEAR AND STATION (Test & Repair Stations)

Included: Idle Exhaust and OBD Initial tests with Overall Result in Pass or Fail

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

| MY | STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TOTAL | | | | | | |
|-------|---------|-----|-----|-------|-------|-------|-----|-----|-------|-----|-------|-----|-------|-----|-------|-----|-----|-----|-----|-------|-----|-----|-----|-------|-------|-------|-------|-------|-------|-------|-----|-------|-----|-----|-------|-----|-------|-----|-----|-----|--------|
| | 300 | 303 | 305 | 306 | 307 | 308 | 309 | 311 | 313 | 317 | 318 | 322 | 323 | 325 | 326 | 330 | 335 | 336 | 337 | 338 | 340 | 342 | 343 | 401 | 402 | 403 | 404 | 406 | 408 | 409 | 412 | 413 | 414 | 415 | | 416 | 417 | 501 | 601 | 602 | 603 |
| 1996 | 5 | 5 | 1 | 35 | 22 | 7 | 4 | 4 | 5 | 3 | 7 | 7 | 16 | 24 | 40 | 10 | 1 | 5 | 8 | 13 | 3 | 5 | 1 | 27 | 41 | 14 | 66 | 82 | 21 | 30 | 1 | 26 | 5 | 6 | 12 | 1 | 10 | 0 | 1 | 4 | 578 |
| 1997 | 23 | 16 | 12 | 333 | 118 | 117 | 34 | 19 | 93 | 5 | 39 | 35 | 126 | 45 | 235 | 37 | 27 | 11 | 32 | 73 | 13 | 38 | 3 | 102 | 124 | 60 | 312 | 352 | 96 | 94 | 23 | 137 | 39 | 12 | 37 | 11 | 60 | 2 | 7 | 4 | 2,957 |
| 1998 | 7 | 5 | 6 | 57 | 37 | 18 | 9 | 2 | 18 | 2 | 12 | 10 | 40 | 44 | 54 | 19 | 8 | 6 | 25 | 20 | 6 | 14 | 1 | 46 | 68 | 15 | 92 | 103 | 28 | 30 | 5 | 41 | 11 | 5 | 18 | 6 | 17 | 2 | 5 | 6 | 918 |
| 1999 | 32 | 31 | 18 | 564 | 182 | 184 | 68 | 31 | 137 | 6 | 95 | 83 | 180 | 64 | 342 | 65 | 48 | 29 | 51 | 131 | 46 | 92 | 3 | 119 | 199 | 134 | 409 | 514 | 172 | 143 | 39 | 217 | 40 | 17 | 59 | 23 | 91 | 5 | 16 | 13 | 4,692 |
| 2000 | 10 | 9 | 5 | 106 | 41 | 26 | 15 | 3 | 32 | 5 | 24 | 28 | 37 | 42 | 81 | 16 | 13 | 7 | 32 | 41 | 12 | 20 | 5 | 78 | 84 | 36 | 113 | 144 | 47 | 39 | 11 | 73 | 9 | 8 | 23 | 4 | 24 | 3 | 6 | 9 | 1,321 |
| 2001 | 56 | 62 | 32 | 796 | 226 | 200 | 83 | 25 | 214 | 9 | 109 | 108 | 246 | 70 | 509 | 58 | 54 | 31 | 47 | 158 | 56 | 119 | 5 | 147 | 286 | 197 | 477 | 608 | 267 | 171 | 35 | 302 | 54 | 26 | 56 | 22 | 128 | 5 | 24 | 17 | 6,095 |
| 2002 | 12 | 10 | 7 | 129 | 56 | 35 | 28 | 9 | 47 | 1 | 23 | 17 | 46 | 35 | 93 | 12 | 13 | 11 | 27 | 38 | 11 | 37 | 3 | 48 | 102 | 51 | 103 | 141 | 72 | 33 | 13 | 58 | 22 | 4 | 21 | 6 | 23 | 5 | 12 | 14 | 1,428 |
| 2003 | 75 | 71 | 27 | 930 | 292 | 241 | 119 | 36 | 243 | 14 | 160 | 111 | 250 | 69 | 579 | 84 | 92 | 28 | 46 | 213 | 76 | 148 | 5 | 138 | 316 | 234 | 436 | 663 | 389 | 175 | 58 | 374 | 73 | 22 | 49 | 19 | 161 | 9 | 17 | 31 | 7,073 |
| 2004 | 12 | 10 | 8 | 146 | 49 | 34 | 25 | 5 | 37 | 1 | 40 | 24 | 55 | 29 | 81 | 18 | 16 | 10 | 17 | 42 | 11 | 28 | 3 | 45 | 95 | 41 | 89 | 120 | 74 | 41 | 13 | 67 | 22 | 6 | 21 | 9 | 37 | 7 | 6 | 13 | 1,407 |
| 2005 | 81 | 85 | 40 | 1,028 | 371 | 264 | 125 | 40 | 312 | 11 | 211 | 139 | 326 | 69 | 604 | 90 | 113 | 37 | 26 | 231 | 78 | 167 | 4 | 177 | 355 | 298 | 482 | 731 | 465 | 203 | 71 | 400 | 90 | 30 | 70 | 34 | 190 | 6 | 21 | 34 | 8,109 |
| 2006 | 20 | 12 | 12 | 177 | 61 | 38 | 35 | 6 | 49 | 1 | 72 | 39 | 43 | 29 | 102 | 16 | 24 | 8 | 10 | 52 | 12 | 59 | 1 | 42 | 105 | 52 | 109 | 126 | 89 | 40 | 15 | 92 | 24 | 6 | 31 | 9 | 27 | 6 | 9 | 26 | 1,686 |
| 2007 | 129 | 132 | 57 | 1,269 | 391 | 298 | 207 | 65 | 359 | 19 | 364 | 178 | 303 | 87 | 656 | 120 | 152 | 40 | 22 | 360 | 83 | 241 | 17 | 249 | 593 | 459 | 547 | 929 | 613 | 256 | 91 | 557 | 119 | 35 | 131 | 37 | 275 | 16 | 36 | 39 | 10,531 |
| 2008 | 3 | 11 | 4 | 83 | 17 | 21 | 11 | 3 | 21 | 0 | 21 | 11 | 13 | 0 | 66 | 2 | 3 | 2 | 0 | 15 | 6 | 19 | 4 | 6 | 15 | 18 | 30 | 28 | 42 | 9 | 5 | 32 | 20 | 5 | 27 | 6 | 0 | 4 | 15 | 20 | 618 |
| TOTAL | 465 | 459 | 229 | 5,653 | 1,863 | 1,483 | 763 | 248 | 1,567 | 77 | 1,177 | 790 | 1,681 | 607 | 3,442 | 547 | 564 | 225 | 343 | 1,387 | 413 | 987 | 56 | 1,224 | 2,383 | 1,609 | 3,265 | 4,541 | 2,375 | 1,264 | 380 | 2,376 | 528 | 182 | 555 | 187 | 1,043 | 70 | 175 | 230 | 47,413 |

Test and Repair Stations (300+) are listed in "Illinois Test and Repair 2011"

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(4) - 2011 TESTS**INITIAL TEST FAILURE RATE BY MODEL YEAR AND STATION (Test Only)****Included: Idle Exhaust and OBD Initial tests with Overall Result in Pass or Fail****Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests****Vehicles that Pass the Exhaust Test and Fail the Gas Cap Test count as Fails**

| MY | TEST ONLY STATION | | | | | | | | | | | | | | | | | TEST ONLY TOTAL | ALL STATION TOTAL |
|-------|-------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------------|----------------------|
| | 1 | 3 | 4 | 7 | 8 | 11 | 12 | 13 | 16 | 22 | 24 | 26 | 27 | 29 | 30 | 53 | 54 | | |
| 1996 | 20.1% | 16.4% | 12.3% | 16.6% | 13.0% | 16.6% | 19.3% | 22.4% | 26.3% | 25.6% | 17.9% | 20.2% | 27.9% | 22.3% | 23.5% | 25.5% | 13.5% | 21.4% | 21.4% |
| 1997 | 13.1% | 10.0% | 9.4% | 11.6% | 10.0% | 11.0% | 12.7% | 13.9% | 16.7% | 15.8% | 10.8% | 12.3% | 17.9% | 11.9% | 14.2% | 14.8% | 8.4% | 13.3% | 13.2% |
| 1998 | 16.5% | 13.5% | 12.2% | 14.4% | 13.5% | 12.1% | 15.3% | 17.5% | 21.5% | 20.5% | 14.3% | 17.8% | 21.9% | 16.7% | 15.4% | 19.4% | 11.8% | 17.1% | 17.1% |
| 1999 | 10.2% | 8.8% | 7.5% | 9.6% | 8.3% | 8.1% | 11.0% | 10.6% | 13.4% | 12.2% | 8.9% | 9.6% | 13.9% | 9.0% | 9.4% | 10.4% | 6.7% | 10.4% | 10.3% |
| 2000 | 11.9% | 8.7% | 9.3% | 9.3% | 10.0% | 10.4% | 12.0% | 12.5% | 16.2% | 15.2% | 10.0% | 12.5% | 16.6% | 11.6% | 11.3% | 14.5% | 8.0% | 12.5% | 12.6% |
| 2001 | 9.7% | 7.8% | 7.0% | 9.4% | 7.7% | 8.4% | 10.6% | 10.3% | 12.1% | 11.8% | 8.2% | 9.9% | 14.1% | 8.8% | 9.7% | 10.4% | 7.6% | 9.9% | 9.9% |
| 2002 | 9.5% | 7.4% | 7.8% | 9.1% | 7.5% | 8.5% | 10.3% | 11.1% | 12.7% | 13.4% | 8.8% | 10.8% | 14.3% | 9.4% | 10.0% | 12.6% | 7.2% | 10.6% | 10.6% |
| 2003 | 6.1% | 5.1% | 4.1% | 5.6% | 4.9% | 4.9% | 6.2% | 6.4% | 7.5% | 7.1% | 4.8% | 6.0% | 8.7% | 5.3% | 6.3% | 6.4% | 4.6% | 6.0% | 6.0% |
| 2004 | 4.5% | 4.6% | 3.6% | 5.4% | 4.5% | 5.8% | 5.4% | 7.2% | 7.7% | 8.6% | 4.9% | 5.2% | 10.5% | 4.7% | 6.2% | 7.5% | 5.3% | 6.3% | 6.3% |
| 2005 | 3.7% | 3.0% | 2.3% | 3.3% | 2.7% | 3.2% | 3.3% | 4.0% | 4.6% | 4.9% | 3.0% | 3.7% | 6.5% | 3.5% | 3.9% | 4.1% | 2.8% | 3.8% | 3.8% |
| 2006 | 2.8% | 2.7% | 2.6% | 3.3% | 2.2% | 2.7% | 3.6% | 4.4% | 4.5% | 5.2% | 2.8% | 3.3% | 6.1% | 3.9% | 3.4% | 4.0% | 1.9% | 3.7% | 3.7% |
| 2007 | 2.1% | 1.8% | 1.3% | 1.8% | 1.3% | 1.9% | 1.9% | 2.1% | 3.1% | 2.7% | 1.8% | 2.2% | 4.1% | 1.6% | 2.0% | 2.2% | 1.4% | 2.2% | 2.2% |
| TOTAL | 7.3% | 5.6% | 4.5% | 6.2% | 5.3% | 5.8% | 7.0% | 7.8% | 9.2% | 9.4% | 5.6% | 6.8% | 10.6% | 6.4% | 7.2% | 7.8% | 4.5% | 7.2% | 7.1% |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(4) - 2011 TESTS

INITIAL TEST FAILURE RATE BY MODEL YEAR AND STATION (Test & Repair)

Included: Idle Exhaust and OBD Initial tests with Overall Result in Pass or Fail

Excluded: Rejects, Aborts, Voided Tests, Voluntary Tests

Vehicles that Pass the Exhaust Test and Fail the Gas Cap Test count as Fails

| MY | TEST & REPAIR STATION | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | TEST & REPAIR | | ALL STATION | | | | | |
|-------|-----------------------|-------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|------|-------|-------|-------|-------|-------|-------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------------|--------|-------------|-------|-------|-------|-------|-------|
| | 300 | 303 | 305 | 306 | 307 | 308 | 309 | 311 | 313 | 317 | 318 | 322 | 323 | 325 | 326 | 330 | 335 | 336 | 337 | 338 | 340 | 342 | 343 | 401 | 402 | 403 | 404 | 406 | 408 | 409 | 412 | 413 | 414 | 415 | 416 | 417 | | 501 | 601 | 602 | 603 | TOTAL |
| 1996 | 0.0% | 20.0% | 0.0% | 8.6% | 18.2% | 14.3% | 75.0% | 25.0% | 0.0% | 0.0% | 42.9% | 28.6% | 18.8% | 29.2% | 7.5% | 20.0% | 0.0% | 0.0% | 25.0% | 69.2% | 0.0% | 0.0% | 0.0% | 40.7% | 22.0% | 14.3% | 18.2% | 25.6% | 14.3% | 20.0% | 0.0% | 23.1% | 40.0% | 16.7% | 16.7% | 100.0% | 40.0% | 0.0% | 0.0% | 50.0% | 21.8% | 21.4% |
| 1997 | 13.0% | 12.5% | 8.3% | 7.2% | 14.4% | 4.3% | 14.7% | 26.3% | 10.8% | 40.0% | 12.8% | 11.4% | 8.7% | 20.0% | 6.1% | 5.4% | 18.5% | 9.1% | 15.6% | 11.0% | 0.0% | 10.5% | 25.0% | 25.5% | 20.2% | 10.0% | 14.1% | 15.3% | 8.3% | 12.8% | 8.7% | 10.2% | 28.2% | 16.7% | 37.8% | 18.2% | 8.3% | 0.0% | 14.3% | 0.0% | 12.6% | 13.2% |
| 1998 | 0.0% | 0.0% | 0.0% | 14.0% | 18.9% | 11.1% | 11.1% | 0.0% | 5.6% | 0.0% | 25.0% | 10.0% | 22.5% | 29.5% | 9.3% | 21.1% | 12.5% | 0.0% | 32.0% | 10.0% | 0.0% | 14.3% | 100.0% | 30.4% | 10.3% | 0.0% | 20.7% | 26.2% | 14.3% | 16.7% | 0.0% | 17.1% | 27.3% | 20.0% | 33.3% | 33.3% | 5.9% | 0.0% | 0.0% | 16.7% | 18.0% | 17.1% |
| 1999 | 3.1% | 0.0% | 16.7% | 5.7% | 10.4% | 4.3% | 8.8% | 12.9% | 7.3% | 0.0% | 6.3% | 2.4% | 9.4% | 15.6% | 7.6% | 12.3% | 8.3% | 3.4% | 23.5% | 10.7% | 10.9% | 7.6% | 33.3% | 21.0% | 14.6% | 7.5% | 8.6% | 11.9% | 9.3% | 14.0% | 5.1% | 6.5% | 15.0% | 29.4% | 22.0% | 4.3% | 5.5% | 0.0% | 18.8% | 0.0% | 9.4% | 10.3% |
| 2000 | 20.0% | 22.2% | 40.0% | 3.8% | 24.4% | 11.5% | 20.0% | 0.0% | 6.3% | 20.0% | 8.3% | 7.1% | 10.8% | 26.2% | 7.4% | 6.3% | 0.0% | 14.3% | 40.6% | 17.1% | 16.7% | 10.0% | 20.0% | 35.9% | 23.8% | 5.6% | 16.8% | 20.1% | 14.9% | 17.9% | 18.2% | 12.3% | 11.1% | 12.5% | 39.1% | 50.0% | 16.7% | 33.3% | 0.0% | 0.0% | 16.8% | 12.6% |
| 2001 | 8.9% | 4.8% | 12.5% | 6.0% | 7.1% | 2.0% | 10.8% | 16.0% | 6.1% | 33.3% | 10.1% | 9.3% | 10.6% | 15.7% | 6.7% | 10.3% | 14.8% | 6.5% | 21.3% | 6.2% | 3.6% | 6.7% | 20.0% | 17.0% | 12.6% | 9.6% | 10.5% | 11.2% | 8.6% | 15.2% | 5.7% | 10.3% | 16.7% | 23.1% | 21.4% | 27.3% | 7.0% | 0.0% | 8.3% | 0.0% | 9.4% | 9.9% |
| 2002 | 8.3% | 10.0% | 14.3% | 5.4% | 16.1% | 8.6% | 3.6% | 0.0% | 19.1% | 0.0% | 4.3% | 11.8% | 10.9% | 25.7% | 7.5% | 16.7% | 61.5% | 9.1% | 14.8% | 13.2% | 0.0% | 2.7% | 33.3% | 25.0% | 8.8% | 7.8% | 12.6% | 12.6% | 9.7% | 6.1% | 15.4% | 8.6% | 4.5% | 0.0% | 28.6% | 33.3% | 8.7% | 0.0% | 8.3% | 0.0% | 10.6% | 10.6% |
| 2003 | 1.3% | 5.6% | 7.4% | 3.4% | 4.5% | 2.1% | 5.0% | 2.8% | 3.3% | 7.1% | 3.1% | 6.3% | 3.2% | 10.1% | 3.6% | 3.6% | 13.0% | 0.0% | 15.2% | 8.0% | 3.9% | 5.4% | 0.0% | 11.6% | 10.4% | 5.1% | 7.1% | 8.3% | 3.6% | 6.9% | 1.7% | 8.0% | 5.5% | 13.6% | 14.3% | 21.1% | 5.6% | 0.0% | 5.9% | 0.0% | 5.7% | 6.0% |
| 2004 | 0.0% | 0.0% | 0.0% | 1.4% | 8.2% | 2.9% | 4.0% | 0.0% | 0.0% | 0.0% | 2.5% | 0.0% | 0.0% | 13.8% | 3.7% | 22.2% | 6.3% | 0.0% | 35.3% | 2.4% | 9.1% | 0.0% | 0.0% | 13.3% | 9.5% | 9.8% | 6.7% | 4.2% | 6.8% | 2.4% | 0.0% | 9.0% | 0.0% | 0.0% | 9.5% | 0.0% | 10.8% | 0.0% | 0.0% | 0.0% | 5.5% | 6.3% |
| 2005 | 0.0% | 5.9% | 5.0% | 2.2% | 1.9% | 0.4% | 0.8% | 5.0% | 1.9% | 9.1% | 2.4% | 2.2% | 3.7% | 10.1% | 2.2% | 2.2% | 5.3% | 0.0% | 7.7% | 3.5% | 2.6% | 1.2% | 25.0% | 8.5% | 2.3% | 3.4% | 3.7% | 6.2% | 2.6% | 3.9% | 2.8% | 6.0% | 4.4% | 6.7% | 11.4% | 8.8% | 3.7% | 0.0% | 9.5% | 5.9% | 3.5% | 3.8% |
| 2006 | 0.0% | 0.0% | 0.0% | 2.8% | 4.9% | 2.6% | 2.9% | 0.0% | 6.1% | 100.0% | 1.4% | 5.1% | 7.0% | 10.3% | 1.0% | 12.5% | 4.2% | 0.0% | 0.0% | 3.8% | 0.0% | 5.1% | 0.0% | 4.8% | 1.9% | 0.0% | 7.3% | 5.6% | 3.4% | 0.0% | 0.0% | 3.3% | 4.2% | 16.7% | 6.5% | 0.0% | 3.7% | 0.0% | 0.0% | 3.8% | 3.7% | 2.2% |
| 2007 | 1.6% | 0.8% | 1.8% | 1.4% | 0.8% | 0.7% | 2.4% | 0.0% | 1.7% | 0.0% | 1.4% | 1.7% | 3.3% | 1.1% | 0.3% | 10.0% | 2.0% | 0.0% | 9.1% | 2.5% | 0.0% | 0.4% | 0.0% | 4.4% | 3.0% | 1.1% | 3.5% | 2.4% | 1.5% | 1.6% | 1.1% | 2.0% | 3.4% | 8.6% | 9.9% | 5.4% | 1.1% | 0.0% | 0.0% | 0.0% | 2.0% | 2.2% |
| TOTAL | 3.2% | 4.1% | 7.4% | 3.7% | 6.0% | 2.4% | 5.5% | 6.9% | 4.3% | 11.7% | 4.1% | 4.8% | 6.4% | 15.2% | 4.1% | 8.8% | 8.7% | 2.7% | 20.7% | 6.8% | 3.6% | 3.9% | 12.5% | 15.6% | 8.6% | 4.7% | 8.4% | 9.1% | 4.7% | 8.1% | 3.7% | 6.7% | 8.7% | 13.7% | 16.9% | 13.4% | 5.2% | 1.4% | 5.7% | 2.6% | 6.5% | 7.1% |

Test and Repair Stations (300+) are listed in "Illinois Test and Repair 2010"

Illinois Test and Repair Stations - 2011
Chicago

| City | Station # | Street Address | ST | Zip | Active Date | Date Removed |
|----------------------|-----------|--------------------------|----|-------|-------------|--------------|
| SCHAUMBURG | 300 | 811A West Higgins Road | IL | 60195 | 5/23/2008 | NA |
| MOUNT PROSPECT | 303 | 2094 South Elmhurst Road | IL | 60056 | 6/10/2008 | NA |
| ADDISON | 305 | 716 West Lake Street | IL | 60101 | 5/7/2008 | NA |
| DOWNERS GROVE | 306 | 815 Ogden Avenue | IL | 60515 | 5/22/2008 | NA |
| AURORA | 307 | 1301 North Lake Street | IL | 60506 | 6/12/2008 | NA |
| WESTCHESTER | 308 | 10139 Roosevelt Road | IL | 60154 | 6/17/2008 | NA |
| NAPERVILLE | 309 | 1032 East Ogden Avenue | IL | 60563 | 6/4/2008 | NA |
| PALOS HEIGHTS | 311 | 12827 South Harlem | IL | 60463 | 5/22/2008 | NA |
| LEMONT | 313 | 12775 Main Street | IL | 60439 | 6/17/2008 | NA |
| MIDLOTHIAN | 317 | 4458 West 147th Street | IL | 60445 | 6/13/2008 | NA |
| NORTHBROOK | 318 | 3402 Milwaukee Avenue | IL | 60062 | 6/6/2008 | NA |
| WESTMONT | 326 | 6135 South Cass Avenue | IL | 60559 | 5/17/2008 | NA |
| SOUTH HOLLAND | 330 | 35 East 162nd Street | IL | 60473 | 5/28/2008 | NA |
| OAK LAWN | 335 | 9740 Southwest Hwy. | IL | 60453 | 6/12/2008 | NA |
| DES PLAINES | 338 | 9401 Golf Road | IL | 60016 | 6/11/2008 | NA |
| LOCKPORT | 340 | 20712 Gaskin Drive | IL | 60441 | 7/6/2009 | NA |
| MUNDELEIN | 342 | 313 Townline Road | IL | 60060 | 3/11/2010 | NA |
| CARPENTERSVILLE | 343 | 80 Kennedy Drive | IL | 60110 | 10/18/2011 | NA |
| LAKE VILLA | 344 | 875 Grand Ave | IL | 60046 | 1/6/2012 | NA |
| CHICAGO | 401 | 2737 N Central Ave | IL | 60639 | 6/10/2009 | NA |
| CHICAGO | 402 | 3244 W Irving Park | IL | 60618 | 6/10/2009 | NA |
| LANSING | 404 | 17065 Torrence Ave | IL | 60438 | 6/10/2009 | NA |
| BERWYN | 406 | 6420 Ogden Avenue | IL | 60402 | 3/26/2010 | NA |
| NORTH AURORA | 408 | 202 Genessis Drive | IL | 60542 | 7/15/2010 | NA |
| McHENRY | 409 | 4705 W. Elm Street | IL | 60050 | 12/1/2010 | NA |
| HANOVER PARK | 412 | 1655 Irving Park Road | IL | 60133 | 12/1/2010 | NA |
| CARPENTERSVILLE | 413 | 8000 Binnie Road | IL | 60110 | 12/2/2010 | NA |
| OAK PARK | 414 | 700 Madison Street | IL | 60302 | 9/20/2011 | NA |
| BLUE ISLAND | 415 | 2260 W. 127th Street | IL | 60406 | 9/20/2011 | NA |
| CHICAGO/STONY ISLAND | 416 | 7424 S. Stony Island | IL | 60649 | 9/20/2011 | NA |
| CHICAGO/CICERO | 417 | 7743 S. Cicero | IL | 60652 | 9/20/2011 | NA |
| HANOVER PARK | 601 | 1804 W. Army Trail Road | IL | 60133 | 10/14/2011 | NA |
| WEST CHICAGO | 602 | 130 W. Roosevelt Road | IL | 60185 | 10/26/2011 | NA |
| COUNTRYSIDE | 603 | 5815 S. Lagrange Road | IL | 60525 | 11/2/2011 | NA |

| NO LONGER IN THE PROGRAM | | | | | | |
|--------------------------|-----------|----------------------------|----|-------|-------------|--------------|
| City | Station # | Street Address | ST | Zip | Active Date | Date Removed |
| ROUND LAKE BEACH | 323 | 300 West Rollins Road | IL | 60073 | 6/18/2008 | 12/21/2011 |
| CHICAGO | 325 | 10716 South Western Avenue | IL | 60643 | 5/17/2008 | 3/4/2011 |

Illinois Test and Repair Stations - 2011
Metro East

| City | Station # | Street Address | ST | Zip | Active Date | Date Removed |
|------------------|-----------|---------------------------|----|-------|-------------|--------------|
| COLLINSVILLE | 322 | 411 Belt Line Road | IL | 62234 | 6/4/2008 | NA |
| ALTON | 336 | 2701 Washington Avenue | IL | 62002 | 6/5/2008 | NA |
| EAST SAINT LOUIS | 337 | 702 Martin Luther King Dr | IL | 62201 | 6/5/2008 | NA |

| NO LONGER IN THE PROGRAM | | | | | | |
|--------------------------|-----------|--------------------------|----|-------|-------------|--------------|
| City | Station # | Street Address | ST | Zip | Active Date | Date Removed |
| GRANITE CITY | 328 | 2250 Madison Avenue | IL | 62040 | 8/19/2008 | 10/17/2011 |
| COLUMBIA | 501 | 500 Admiral Weinel Blvd. | IL | 62236 | 9/3/2010 | 9/30/2011 |

USEPA TEST DATA REPORT - 40 CFR 51.366(a)(5) - 2011 TESTS

***AVERAGE CHANGE IN ALL VEHICLE EMISSIONS FOR HC AND CO AFTER REPAIRS
BETWEEN IM240 INITIAL FAIL AND RETEST (NEGATIVE INDICATES DECREASE AFTER REPAIR)**

Not Applicable: Beginning February 1, 2007, the IM240 test was dropped from the Illinois Test Program.

APPENDIX B

APPENDIX B - 2011

| Quality Assurance Report and Quality Control Report for January through December 2011 | | | | |
|---|--|----------|------------|------------|
| Reference to 51.366 | Description | Stations | Lanes | Inspectors |
| b | Quality Assurance Report | | | |
| b.1 | The number of centralized inspection-only stations and lanes | 17 | 67 | NA |
| b.1.i | Operating throughout the year | 17 | 65 | NA |
| b.1.ii | Operating for only part of the year ¹ | 0 | 2 | NA |
| b.1 | The number of decentralized inspection and repair stations and lanes | 42 | 42 | NA |
| b.1.i | Operating throughout the year | 27 | 27 | NA |
| b.1.ii | Operating for only part of the year ² | 15 | 15 | NA |
| b.2 | The number of inspection stations and lanes operating throughout the year: | | | |
| b.2.i | Receiving overt performance audits in the year | 56 | 103 | NA |
| b.2.ii | Not receiving overt performance audits in the year | 0 | 0 | NA |
| b.2.iii | Receiving covert performance audits in the year | 14 | 52 | NA |
| b.2.iv | Not receiving covert performance audits in the year | 3 | 9 | NA |
| b.2.v | That have been shut down as a result of overt performance audits | 0 | 0 | NA |
| b.3 | The number of covert audits | 14 | 128 | NA |
| b.3.i | Conducted with the vehicle set to fail per test type | 14 | 128 | NA |
| b.3.ii | Conducted with the vehicle set to fail any combination of two or more test types | 0 | NA | NA |
| b.3.iii | Resulting in a false pass per test type | 0 | NA | NA |
| b.3.iv | Resulting in a false pass for any combination of two or more test types | 0 | NA | NA |
| b.4 | The number of inspectors and stations | | | |
| b.4.i | That were suspended, fired, or otherwise prohibited from testing for other causes ³ | 0 | NA | 68 |
| b.4.ii | That were suspended, fired, or otherwise prohibited from testing as a result of covert audits ⁴ | 0 | NA | 2 |
| b.4.iii | That received fines | 0 | NA | 0 |
| b.5 | The number of inspectors licensed or certified to conduct testing | NA | NA | 173 |
| b.6 | The number of hearings | | | |
| b.6.i | Held to consider adverse actions against inspectors and stations | 0 | NA | 0 |
| b.6.ii | Resulting in adverse actions against inspectors and stations | 0 | NA | 0 |
| b.7 | The total amount collected in fines from inspectors and stations by type of violation | 0 | NA | 0 |
| b.8 | The total number of covert vehicles available for undercover audits over the year | | 2 Vehicles | |
| b.9 | The total number of covert auditors available for undercover audits | | 2 Auditors | |
| c | Quality Control Report | | | |
| c.1 | The number of inspection stations and lanes in use in the program | 59 | 109 | NA |
| c.2 | The number of stations and lanes that have received equipment audits | 56 | 103 | NA |
| c.3 | The number of stations that have failed equipment audits | 11 | NA | NA |
| | The percentage of stations that have failed equipment audits | 18.6% | NA | NA |
| c.4 | The Number of stations and lanes shut down as a result of equipment audits | 0 | 13 | NA |
| | The Percentage of stations and lanes shut down as a result of equipment audits | 0.0% | 11.9% | NA |

¹Naperville Station operates two OBD-Only lanes for the months of April through July, 2011.

²Decentralized Inspection and Repair facilities in Columbia, Round Lake, Chicago/Western Ave, Granite City, and Glen Ellyn were terminated at some point during 2011.

Decentralized Inspection and Repair facilities in Carpentersville, Oak Park, Blue Island, Chicago/Stony Island, Chicago/Cicero, Hanover park (2), West Chicago, and Countryside were added in 2011.

³This count includes all voluntary and involuntary terminations of centralized station employees as well as ATATF IDs for facilities that left the program voluntarily or otherwise.

⁴No inspectors were terminated base on covert audits, but one inspector was terminated for failure to follow test procedures and one inspector was terminated for attempting a fraudulent test.

APPENDIX C

APPENDIX C - 2011

| Number of Equipment Audits by Station and Lane - 2011 Calendar Year | | | | | | | | |
|---|--------------------------|--------|----|----|----|----|----|---------------|
| Station # | Station Description | Lane # | | | | | | Station Total |
| | | 1 | 2 | 3 | 4 | 5 | 6 | |
| 1 | Waukegan | 11 | 11 | 11 | | | | 33 |
| 3 | Crystal Lake | 11 | 11 | 11 | | | | 33 |
| 4 | Lincolnshire | 7 | 7 | 11 | | | | 25 |
| 7 | Schaumburg | 11 | 11 | 11 | 11 | | | 44 |
| 8 | Elk Grove Village | 6 | 6 | 10 | | | | 22 |
| 11 | Addison ¹ | 6 | 6 | 6 | 6 | | | 24 |
| 12 | Skokie | 6 | 6 | 6 | 10 | 10 | | 38 |
| 13 | Chicago: Forest Preserve | 10 | 10 | 10 | 10 | 10 | | 50 |
| 16 | Chicago: Webster | 6 | 6 | 6 | 6 | | | 24 |
| 22 | Bedford Park | 10 | 10 | 10 | 10 | 10 | 10 | 60 |
| 24 | Naperville | 10 | 10 | 10 | 10 | 6 | 6 | 52 |
| 26 | Joliet | 11 | 11 | 11 | | | | 33 |
| 27 | Markham | 10 | 10 | 10 | 10 | 6 | 6 | 52 |
| 54 | Tinley Park | 6 | 6 | 6 | | | | 18 |
| 29 | Wood River | 5 | 5 | | | | | 10 |
| 30 | Pontoon Beach | 5 | 5 | | | | | 10 |
| 53 | Swansea | 5 | 5 | | | | | 10 |
| 300 | SCHAUMBURG | 2 | | | | | | 2 |
| 303 | MOUNT PROSPECT | 2 | | | | | | 2 |
| 305 | ADDISON | 2 | | | | | | 2 |
| 306 | DOWNERS GROVE | 2 | | | | | | 2 |
| 307 | AURORA | 2 | | | | | | 2 |
| 308 | WESTCHESTER | 2 | | | | | | 2 |
| 309 | NAPERVILLE | 2 | | | | | | 2 |
| 311 | PALOS HEIGHTS | 2 | | | | | | 2 |
| 312 | WAUKEGAN | 2 | | | | | | 2 |
| 313 | LEMONT | 2 | | | | | | 2 |
| 314 | WOODSTOCK | 2 | | | | | | 2 |
| 317 | MIDLOTHIAN | 2 | | | | | | 2 |
| 318 | NORTHBROOK | 2 | | | | | | 2 |
| 320 | EVANSTON | 2 | | | | | | 2 |
| 322 | COLLINSVILLE | 2 | | | | | | 2 |
| 323 | ROUND LAKE BEACH | 2 | | | | | | 2 |
| 325 | CHICAGO | 2 | | | | | | 2 |
| 326 | WESTMONT | 2 | | | | | | 2 |
| 328 | GRANITE CITY | 2 | | | | | | 2 |
| 329 | BOLINGBROOK | 2 | | | | | | 2 |
| 330 | SOUTH HOLLAND | 2 | | | | | | 2 |
| 331 | BELLEVILLE | 2 | | | | | | 2 |
| 332 | BELLEVILLE | 2 | | | | | | 2 |
| 333 | O FALLON | 2 | | | | | | 2 |
| 334 | AURORA | 2 | | | | | | 2 |
| 335 | OAK LAWN | 2 | | | | | | 2 |
| 336 | ALTON | 2 | | | | | | 2 |
| 337 | EAST ST LOUIS | 2 | | | | | | 2 |
| 338 | DES PLAINES | 2 | | | | | | 2 |
| 340 | LOCKPORT | 2 | | | | | | 2 |
| 342 | MUNDELEIN | 2 | | | | | | 2 |
| 401 | CHICAGO | 2 | | | | | | 2 |
| 402 | CHICAGO | 2 | | | | | | 2 |
| 403 | GLEN ELLYN | 2 | | | | | | 2 |
| 404 | LANSING | 2 | | | | | | 2 |
| 405 | ELGIN | 2 | | | | | | 2 |
| 406 | BERWYN | 2 | | | | | | 2 |
| 408 | NORTH AURORA | 2 | | | | | | 2 |
| 501 | COLUMBIA | 2 | | | | | | 2 |
| Total | | | | | | | | 616 |

¹Addison lane 5 is development lane only.

APPENDIX D

APPENDIX D - 2011

| Number of Equipment Audit Failures by Station and Lane - 2011 Calendar Year | | | | | | | | | |
|---|--------------------------|--------|---|---|---|---|---|------------|--------------|
| Station # | Station Description | Lane # | | | | | | Lane Total | Station Fail |
| | | 1 | 2 | 3 | 4 | 5 | 6 | | |
| 1 | Waukegan | 0 | 0 | 0 | | | | 0 | N |
| 3 | Crystal Lake | 0 | 0 | 0 | | | | 0 | N |
| 4 | Lincolnshire | 0 | 0 | 0 | | | | 0 | N |
| 7 | Schaumburg | 1 | 0 | 0 | 0 | | | 1 | Y |
| 8 | Elk Grove Village | 0 | 0 | 0 | | | | 0 | N |
| 11 | Addison ¹ | 0 | 0 | 0 | 0 | | | 0 | N |
| 12 | Skokie | 1 | 0 | 0 | 0 | 0 | | 1 | Y |
| 13 | Chicago: Forest Preserve | 0 | 0 | 0 | 2 | 1 | | 3 | Y |
| 16 | Chicago: Webster | 0 | 0 | 0 | 0 | | | 0 | N |
| 22 | Bedford Park | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N |
| 24 | Naperville | 0 | 0 | 0 | 0 | 0 | 0 | 0 | N |
| 26 | Joliet | 0 | 1 | 0 | | | | 1 | Y |
| 27 | Markham | 0 | 0 | 1 | 0 | 0 | 0 | 1 | Y |
| 54 | Tinley Park | 0 | 0 | 0 | | | | 0 | N |
| 29 | Wood River | 0 | 0 | | | | | 0 | N |
| 30 | Pontoon Beach | 0 | 0 | | | | | 0 | N |
| 53 | Swansea | 1 | 0 | | | | | 1 | Y |
| 300 | SCHAUMBURG | 0 | | | | | | 0 | N |
| 303 | MOUNT PROSPECT | 1 | | | | | | 1 | Y |
| 305 | ADDISON | 0 | | | | | | 0 | N |
| 306 | DOWNERS GROVE | 1 | | | | | | 1 | Y |
| 307 | AURORA | 0 | | | | | | 0 | N |
| 308 | WESTCHESTER | 1 | | | | | | 1 | Y |
| 309 | NAPERVILLE | 0 | | | | | | 0 | N |
| 311 | PALOS HEIGHTS | 0 | | | | | | 0 | N |
| 312 | WAUKEGAN | 0 | | | | | | 0 | N |
| 313 | LEMONT | 0 | | | | | | 0 | N |
| 314 | WOODSTOCK | 0 | | | | | | 0 | N |
| 317 | MIDLOTHIAN | 0 | | | | | | 0 | N |
| 318 | NORTHBROOK | 0 | | | | | | 0 | N |
| 320 | EVANSTON | 0 | | | | | | 0 | N |
| 322 | COLLINSVILLE | 0 | | | | | | 0 | N |
| 323 | ROUND LAKE BEACH | 0 | | | | | | 0 | N |
| 325 | CHICAGO | 0 | | | | | | 0 | N |
| 326 | WESTMONT | 0 | | | | | | 0 | N |
| 328 | GRANITE CITY | 0 | | | | | | 0 | N |
| 329 | BOLINGBROOK | 0 | | | | | | 0 | N |
| 330 | SOUTH HOLLAND | 0 | | | | | | 0 | N |
| 331 | BELLEVILLE | 0 | | | | | | 0 | N |
| 332 | BELLEVILLE | 0 | | | | | | 0 | N |
| 333 | O FALLON | 0 | | | | | | 0 | N |
| 334 | AURORA | 0 | | | | | | 0 | N |
| 335 | OAK LAWN | 0 | | | | | | 0 | N |
| 336 | ALTON | 0 | | | | | | 0 | N |
| 337 | EAST ST LOUIS | 0 | | | | | | 0 | N |
| 338 | DES PLAINES | 1 | | | | | | 1 | Y |
| 340 | LOCKPORT | 0 | | | | | | 0 | N |
| 342 | MUNDELEIN | 0 | | | | | | 0 | N |
| 401 | CHICAGO | 0 | | | | | | 0 | N |
| 402 | CHICAGO | 0 | | | | | | 0 | N |
| 403 | GLEN ELLYN | 1 | | | | | | 1 | Y |
| 404 | LANSING | 0 | | | | | | 0 | N |
| 405 | ELGIN | 0 | | | | | | 0 | N |
| 406 | BERWYN | 0 | | | | | | 0 | N |
| 408 | NORTH AURORA | 0 | | | | | | 0 | N |
| 501 | COLUMBIA | 0 | | | | | | 0 | N |
| Total number of lanes failing an audit and were shutdown | | | | | | | | 13 | 11 |

¹Addison lane 5 is development lane only.